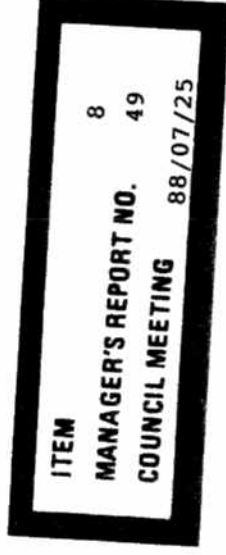


Municipal Manager
re: 1989/90 Annual Service Plan
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2. THAT the 1989/90 Annual Service Plan include the following refinements to South Burnaby routes:
 - (i) the termination of the #28 "Smith" bus at Metrotown rather than Joyce Station
 - (ii) the termination of the #101 "Cariboo" service at Edmonds station
 - (iii) the test operation of mini/midi buses on South Slope feeder routes (#114, #115, #116).
3. THAT B.C. Transit expand and improve its programme for marketing the transit system to attract new riders. Improvements to system maps, timetables, information at stops, etc. have been suggested.
4. THAT B.C. Transit develop longer term plans for transit to provide a context for the Annual Service Plan. These longer term plans should define:
 - (i) System goals and objectives.
 - (ii) Forecasts of future demand.
 - (iii) Anticipated expansions and enhancements to the bus system.
 - (iv) Alignment, priority and planning of future rapid transit and commuter rail proposals.
5. THAT the following attached documents be referred to B.C. Transit Staff for review and item specific response:
 - i) Letter dated 1988 11th July to Council, from H. Protais, External Relations Officer, Simon Fraser Student Society (Attachment "A").
 - ii) Submission (retyped for clarity) titled "possible Transit Changes in Burnaby" by N. Davidowicz dated 1988 June 27 (Attachment "B").
 - iii) "Summary of Comments received at Public Open Houses in Burnaby/New Westminster 1987 September 03" listed in Appendix I 1988/89 Annual Service Plan for the Vancouver Regional Transit System (Attachment "C").
6. THAT Council recommendations, staff report and attachments be forwarded to Mr. John Mills, Vice President Planning, B.C. Transit, Mayor D.A.S. Lanska, Chairman, Vancouver Regional Transit Commission, Mr. Nathan Davidowicz, and Mr. Haje Protais.

Municipal Manager
re: 1989/90 Annual Service Plan
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ITEM
MANAGER'S REPORT NO. 8
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R E P O R T

1.0 BACKGROUND

At its meeting of 1988/07/11 Council received and tabled a staff report on the "1989/90 Annual Service for the Vancouver Regional Transit system". At that meeting Council also received as a delegation Mr. H. Protais, External Relations Officer, S.F.U. Student Society. Council requested that Mr. Protais' submission (attachment A) be appended to its own and be forwarded to B.C. Transit and the Vancouver Transit Commission.

Council requested that staff provide a list of specific recommendations with respect to the 1989/90 Annual Service Plan. Staff were also requested to review an informal submission by Mr. N. Davidowicz (Attachment B). Attachment C, the "Summary Comments received at Public Open Houses in Burnaby/New Westminster, 1987 September 3" arises from Mr. Davidowicz's submission (Item I.5) and was also mentioned at Council.

2.0 COUNCIL RECOMMENDATIONS

Members of Council, at the 1988/07/11 meeting, during discussion of the attached staff report (Attachment D) expressed the desire that it be emphasized to the Greater Vancouver Regional Transit Commission that:

1. The Municipality of Burnaby welcomed the opportunity for input to the planning process.
2. The Transit improvement items requested by the Municipal Council had been submitted previously.
3. The Council was dissatisfied with the lack of success in the implementation of the needed Transit improvements in Burnaby.

The specifics of the recommendations arise from and are discussed in the more general staff report (Attachment "D") tabled at the last Council meeting. They also include consideration of the review of the submission of Mr. N. Davidowicz. As pointed out by a member of Council, that staff report was similar to previous ones submitted by staff relative to this matter. Municipal suggestions for B.C. Transit's Annual Service Plan reflect adopted transportation policies and the Comprehensive Transportation Plan. As long as the broad initiatives of the Plan - most significantly the North Burnaby Area Plan - are outstanding or unresolved, Municipal submissions to BC Transit will remain repetitive.

Municipal Manager
re: 1989/90 Annual Service Plan
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3.0 A REVIEW OF MR. N. DAVIDOWICZ'S BRIEF

Council members and staff were informally circulated a brief by Mr. N. Davidowicz at the Council meeting of 1988 June 27. The following day we sent a copy of the brief by Fax to B.C. Transit with the request for a quick informal review. After discussing the brief on the subsequent day with transit staff, we also reviewed it with the author who phoned us.

Our review at that time led us to conclude that most of the suggestions made by Mr. Davidowicz complemented and supported the thrust of the staff report. Other proposals for change, many of which had been discussed previously with Mr. Davidowicz, did not appear to be as compelling. Staff's point by point review of Mr. Davidowicz's submission is detailed in Attachment "E". However it is recommended that his brief be forwarded to B.C. Transit along with the letter of Mr. Haje Protais as part of the consultation process. It would also be appropriate if B.C. Transit staff responded to each of the points raised in writing.



A.L. Parr
DIRECTOR PLANNING &
BUILDING INSPECTION

PL/pja

Attachments

cc: Director Engineering

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students on these designated runs. This is similar to B.C. Transits existing services provided to U.B.C. students from the Sea-Bus, Capilano and West Vancouver areas of the North Shore.

- c) Investigate some way of providing improved service for students arriving from Surrey by transit at the 8th Street of 22nd Avenue stations on the Skytrain line. This might possibly mean extending the Loughheed Mall service to originate at one of these stations before picking up at the park-and-ride lot east of Brunette.
- d) Extend the Kootenay Loop special service to originate at Phibbs Exchange: This is the transfer point from some 11 different 'feeder' services. This would then provide a much improved service for North Shore students who must presently take three different busses to get to SFU.

- 1.2 a) The implementation of Express Service during peak periods to and from SFU via the Hastings Street - Kootenay Loop trip, similar to express service available to UBC students and SFU Downtown from the North Shore.
- b) Bus #145 to be extended: The #145 travelling from SFU to the Loughheed Mall should be extended to the Coquitlam Recreation Centre during peak periods.
- c) An additional bus stop and bus shelter should be made available at Gagliardi Way and Broadway.
- d) A bus shelter should be made available at Loughheed Highway and Gagliardi Way.

- 1.3 Car Pooling
- a) Encourage car pooling and provide an express Car Pooling Lane to and from SFU during 'peak periods'.
- b) allow on-street parking at appropriate situations nearer the campus.

Again, the Student Society appreciates your time and consideration of our concerns.

Sincerely,


Hajé Protais
External Relations Officer
Simon Fraser Student Society
291-3182

HP/snlp
CUPE 2396

2/. Cont - SFU presentation - Re: B.C. Transit

SIMON FRASER
STUDENT SOCIETY

ASSOCIATION des ETUDIANTS
de SIMON FRASER

11th July 1988

Mayor Bill Copeland
and Council
Municipality of Burnaby
4949 Canada Way
Burnaby, B.C.
V5G 1M2

Dear Mr. Copeland and Council Members:

Please accept our appreciation for granting us an appearance both today and also on the 21st of June. It is important for us to be able to represent the interests of our members in this arena and your consideration of the transit issue is highly valued.

The last time I approached council I detailed examples of service reduction which cause problems for the SFU community; on behalf of my constituents I made several recommendations which concerned possible 'policy'-type changes. Following are a number of specific suggestions for transit improvement for the SFU ridership - your attention to these alternatives would be appreciated.

- 1.1 Increase Transit Usage 1989/90

Suggested alternatives that could be considered in order to improve the attractiveness of transit as an alternative mode of travel to SFU are as follows:

- a) Change the west terminus of Route #145 from Loughheed Mall to the new park-and-ride facility on Loughheed Highway east of Brunette Street. This large facility was constructed specifically as a park-and-ride lot for those riding B.C. Transit busses to the 8th Street Station and elsewhere. It is certainly not heavily used. Students could park in this designated lot, travel express by (a B.C. Transit) bus to Loughheed Mall, pick up passengers transferring from other routes, stop again at the Gagliardi/Loughheed intersection where students appear to also park their vehicles, and then travel express to the campus.
- b) Introduce special busses on Routes #135 and #144: These services originate at the Kootenay Loop and Metrotown Station, respectively, would be designated for students only at two or three select times in both the morning and evening. These busses would only pick up passengers at stops along the route as they travel to campus in the a.m. and only drop off in the p.m., thereby effectively providing semi-express services oriented to SFU

SIMON FRASER UNIVERSITY BURNABY, B.C. V5A 1S6 TELEPHONE 291-3181
UNIVERSITE SIMON FRASER BURNABY, C-B V5A 1S6 TELEPHONE 291-3181

11th July 1988

(Re-typed for clarity)

POSSIBLE TRANSIT CHANGES IN BURNABY

by Nathan Davidowicz
2924 East 41st
Vancouver, B.C.
V5R 2X5

1. MINOR ITEMS (Policy changes - no increase in costs)
Routes No.s 151, 152 changes to stopping procedures.

Operate same as route No. 120 stopping procedures i.e.,
express service to/from Brentwood/Vancouver. At present the
express portion operates to Lougheed and Delta, and local
service is from there to Lougheed Mall. This changes was
proposed by B.C. Transit as part of their original Coq./N.E.
Burnaby bus/skytrain integration. It should be implemented
to eliminate the long time confusion.

2. Operate all southbound route No. 28 in Kootenay Loop.
At present during mid-day Mon. - Sat. every 2nd trip starts
at Kootenay Loop while every other trip starts at Phibbs
Exchange in North Van. and does not enter Kootenay Loop but
stops on Hastings and Kootenay. This will reduce confusion,
mis-connections and would help local North Burnaby
passengers.

3. Routes 131, 132 to operate via C.G. Brown Pool.
This routing was changed in 1987 which causes passengers
from Brentwood and N.W. Burnaby inconvenience and extra
transfer(s).

4. Route Change No.s 44 and 116.
Interchange the routing of these two routes south of
Metrotown station. This will return to a similar routing
that existed prior to skytrain. Would provide continues
east/west service on Imperial as far as Central Blvd.
5. Incorporate various suggestions from the public comments at
the Sept. 3, 1987 Public Open House at Burnaby Municipal
Hall. (Note some suggestions are Municipal responsibilities)

6. Post Bus Route Descriptions, maps, timetable information at
many more bus stops.

At present only skytrain stations, SFU, and Lougheed Mall
have some of this information. Need to be expanded to many
other bus stops, e.g., Burnaby Municipal Hall, Brentwood,
Middlegate and at various transfer points. (Seattle has
over 20% of their bus stops equipped with schedule holders
showing timetable and fare information.)

7. Improve the present (June 27/88) N.W. Burnaby bus timetable.

1) Proper transit map
(1) Explanation of other bus routes that have bus stops in
Burnaby but are not listed in the N.W. Burnaby
timetable. i.e., Routes 19, 25, 49, 151, 152, 160's
(11) Incorporate some of the routes in (1) into the N.W.
Burnaby timetable similar to routes 147 & 148 on page
28 of the present timetable.

8. Various bus stops changes and additions to reduce walking
distances and improve connections and transfers.

11. Items that will cost money (or save money).
1. Trolley wires on Lougheed for 1 km for route No. 9 (Part of
North Burnaby Area Plan) but better to emphasize separately
as an extension of No. 9 Vancouver bus.

2. Trolley wires on McKay (Kingsway to Central Blvd.). Reroute
route No. 19.

3. Consistent night service seven days a week. Improve Sunday
night hours of service on skytrain and connecting buses to
the same as Mon. to Sat. hours of service. (At present
Sunday night service is about one hour less than Mon.-Sat.)

ATTACHMENT "B"

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9. Terminate half the trips (during rush hours) at 22nd St. Station instead of N.W. Station.
 (Save one bus during rush hours) #100 - the very few passengers can transfer at 22nd St. Station to either skylrain or routes 101, 154, 155.
10. Route 101 split into two routes.
 (a) Loughheed Mall to Edmonds Station
 (b) 16th Avenue to N.W. (6 & 6) and to 22nd St. Station (and Queensboro).
 Route 28 split into two southern terminals, i.e., use both Joyce Station and Metrotown Station alternate trips would route to each of these stations. At least during daytime hours Mon. - Sat.

4. Consistent Sunday early morning service.
 Needed more now with seven days shopping. Some early a.m. trips on Sundays were cut without the approval of the VRTC. e.g. 2 less trips on Route no. 49, 1 less trip on Route No. 136.
5. SFU
 1) Route 135 provide express service from Kootney Loop at least during rush hours.
 11) Route 142 one extra trip to 3 a.m. and 3 p.m. peak direction trips and extend route from Edmonds Station to 22nd St. Station to allow transfers to routes over the Alex Fraser Bridge to Surrey, Delta, White Rock, as well as connections to Queensboro and Route 100.
 111) Route 145 extend from Loughheed Mall at least during rush hours to originate at Coquitlam Recreational Centre.
 6. Routes No. 114 & 116
 improve operating the "loop" service south of Rumble at least during rush hours both clockwise and anti-clockwise.
 7. Resolve the routing on Imperial west of Canada Way (as proposed in 1985/86).
 Possible implementation of a bus service from Metrotown station via Imperial to Canada Way to Municipal Hall.
 8. Improve transfer connections.
 (Possible re-routings) at Loughheed Hwy. and Sperling between routes 151, 152, 144 and 133. i.e., east/west to North/South connections. A mistake when Kensington overpass was built.

16. (3 comments) Request for more frequent service on the #140.
 (3 comments) Request for connection at Kootenay Loop evenings and Sundays for the #140.
17. Request to reinstate old #27 route (pre-SkyTrain) through Champlain Heights to cut down on transfers.
18. Request to reinstate old #101 route (pre-SkyTrain) for easier access to uptown and downtown New Westminster for residents in the 10th Ave./Burnaby Street area.
19. Request for a timed connection from SkyTrain to #106 New Westminster bus at Edmonds Station.
20. Request to extend some bus (e.g. #14) further east along Hastings to Holcom to relieve congestion at Kootenay Loop.
21. Request to reinstate previous service levels along Broadway east of Commercial on the #9 route (prior to June 29, 1987 sheet change).
22. Request to extend #29 bus south to Marine Drive to serve new residential development (Riverside).
23. Request to reinstate express buses along Kingsway between New Westminster and Burnby (pre-SkyTrain).
24. Request for increased service on the #112/120 on Sunday/Holidays from every 30 minutes to every 20 minutes.
25. Request to stagger bus departures from SkyTrain stations rather than all buses leaving at the same time (timed transfer focal point system).
26. Request to enforce ban on radios on board buses to include walkman radios. Complaint re the #120-Vancouver bus not picking up at Brentwood during PNE, rode a bus that short turned and the next #120 would not pick up at Brentwood.
27. BC Transit has great staff.
29. #353 is best service in the world.
30. Appreciates the #131 trip leaving Municipal Hall at 1633.
31. Comment that the #101 diversion on 11th Ave. via 2nd St., 11th Ave., 1st St., seems useless.
32. Grateful for 15 minute peak period service on the #100.
33. Comment that the new #81 is an excellent idea and suggestion to extend route to North Burnaby, Lougheed Mall, Port Moody to Coquitlam Centre in future when SkyTrain is extended to Coquitlam.
34. Request for better connections at Lougheed Hwy. at Brighton.

1. Request for copies of the 1986/87 and 1987/88 Annual Service Plans.
2. Request for a traffic light or crosswalk at Norland and Sprott.
3. Request for a bus stop for the #144 SRU at N/B Norland between Canada Way and Sprott.
4. Request for a stop sign at S/B 2nd Street at 11th Avenue to slow down fast #101 buses turning left at the intersection.
5. Request for a bus stop at W/B Lougheed Hwy. at Underhill for better connections between the #133 and #155/152.
6. Comment that elimination of #111 makes return trip from Municipal Hall longer.
7. Request to pave bus stops (landings) in the 3900 block Eton on the #140 route.
8. Request for a bus stop on N/B Joyce at School Rd. along #26 route.
9. Request to retain #131 routing via Kensington, Sprott, Norland.
10. Request for additional SkyTrain service on football nights.
11. Request for improved connections.
12. Request for removal of #116 from Portland and Sussex routing as buses are noisy and not wanted in neighbourhood.
13. Request for an elevator at Granville Station.
14. Request to route #403 via No. 3 Rd. to Sea Island Way.
15. Request for better connections at Lougheed Hwy. at Brighton.

1988/89 ANNUAL SERVICE PLAN
 For the Vancouver Regional Transit System
 Preliminary Report

APPENDIX I Summary of Comments Received at Public Open Houses
 Burnaby/New Westminster
 September 3, 1987

Attendance: 30 persons

ATTACHMENT "D"

Re: 1989/90 ANNUAL SERVICE PLAN FOR THE
VANCOUVER REGIONAL TRANSIT SYSTEM
(Item 8, Manager's Report No. 25, 1988 April 05)

ACTING MUNICIPAL MANAGER'S RECOMMENDATION:

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

* * * * *

TO: MUNICIPAL MANAGER 1988 June 27

FROM: DIRECTOR PLANNING & BUILDING INSPECTION Our File: 08.201

SUBJECT: 1989/90 ANNUAL SERVICE PLAN FOR THE VANCOUVER REGIONAL TRANSIT SYSTEM

=====

RECOMMENDATION:

1. THAT a copy of this report be sent to John Mills, Vice President Planning, B.C. Transit and Mayor D.A.S. Lanskaill, Chairman, Greater Vancouver Regional Transit Commission.

R E P O R T

1.0 INTRODUCTION/SUMMARY

Each year BC Transit prepares and publishes an Annual Service Plan for the operation of transit for the coming operating year. The transit operating year extends from April 01 to March 31. At its meeting of 1988 April 05 (Manager's Report No. 25, Item #8) Council received a report on the subject "Transit Planning in Burnaby - An Update". That report included discussion of the 1988/89 Annual Service Plan and municipal concerns raised previously.

This year BC Transit has initiated the consultation process for service planning earlier than previously. They have written to us as follows:

"As part of the development of the 1989/90 Annual Service Plan for the Vancouver Regional Transit System, we are requesting that municipalities forward requests and suggestions for new or modified service. These requests may include new routes, changes or extensions to existing routes, changes to service hours, frequencies, days of operation, etc., construction of park n' ride lots, transit exchanges or transit priority measures.

These requests should be approved by Municipal Councils and ideally forwarded to BC Transit by July 31, 1988 for consideration in the 1989/90 Annual Service Plan. All requests/suggestions should contain background and some justification for the proposal. Each proposal will be evaluated by BC Transit against the plan's objectives and financial constraints, and therefore may not be included in the final service plan document." (Letter from BC Transit dated 1988 June 07).

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The items discussed in this report are mostly ones which the Municipality has requested previously. For example planning and implementation of a North Burnaby Area Plan has been requested, included and postponed on a perennial basis in successive Annual Service Plans since 1982.

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2.0 MUNICIPAL REQUESTS

The key municipal requests for transit improvements are based on adopted policies, and the Burnaby Comprehensive Transportation Plan. It is to be noted that since adoption of the Comprehensive Transportation Plan some significant achievements have been made toward the realization of the transit component of the plan. Most important is the implementation of the transit focal point concept in South Burnaby in conjunction with the SkyTrain development.

2.1 North Burnaby Area Plan

The routing of buses in North Burnaby has been considered to be a problem by successive transit authorities since the 1970s but comprehensive transit initiatives remained unimplemented. The GVRD initiated a review of the North Burnaby area with a series of public meetings in 1982. The draft Service Plan for 1986/87 (dated 1985 October) which was approved by Burnaby Council, BC Transit stated:

"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 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."

Notwithstanding this emphatic endorsement the final version of the Service Plan published in 1986 March postponed the implementation of the area plan to the next fiscal year - 1987/88. Since then the North Burnaby Area Plan no longer features in Draft Annual Service Plans. Transit's stated prerequisite - ALRT integration and the Kitchener bus garage - have been operational for some time now.

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The key elements of the North Burnaby Area Plan are as follows:

2.1.1 The Reorganization of Local North Burnaby Routes

It is generally acknowledged that routing of local services to North Burnaby is not optimal and it is assumed that a rationalization of routes will improve system productivity. However modifications to existing routes, and the introduction of new routes will have to be done with sensitivity. The reorganization of routes in South Burnaby has shown that existing transit riders have often integrated their lifestyle with the existing pattern of transit. For them changes may not appear beneficial. For other people who do not value transit introduction of bus routes and transit stops to their neighbourhood, is viewed with some misgiving. These factors can be mitigated by the public consultation program adopted by BC Transit and endorsed by Burnaby Council.

2.1.2 Brentwood (Mall) Transit Interchange

A key element of the Comprehensive Transportation Plan is the transit focus concept which proposes transit node points at Town Centres. New off-street transit interchanges have been developed at Edmonds Station, Metrotown and Lougheed Mall. The only transit focus left to develop is in the Brentwood area. Municipal staff have been working with the owners of Brentwood Mall and BC Transit to achieve the siting of a transit interchange at the Mall. At this stage staff are hopeful that we will succeed. It must be emphasized however that as well as cooperation of the Mall proprietor, a strong commitment is required from BC Transit.

2.1.3 Trolley Extensions

The initial Implementation Strategy of the Comprehensive Transportation Plan indicated the extension of Vancouver trunk line trolley services into the Municipality as precursor to development of the focal concept. The existing trolley terminus loops on Broadway and Hastings (Kootenay Loop) west of Boundary Road are not optimal interchange points. The extensions provide a better "interface" between the suburban focal point concept and the urban grid network of transit that serves the City.

The extension of the Kingsway trolley through the Metrotown transit interchange has been implemented but the other trolley extensions have not received recent active consideration. Some years ago possibilities of extending Hastings trolleys eastward from Kootenay Loop was actively pursued by (GVRD) transit planning staff with cooperation of the Municipality. When the trolley extension plans were shelved by BC Transit it was on the understanding that they would be reconsidered in the context of the North Burnaby Area Plan. We assume that this will be the case.

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2.2 South Burnaby Bus/SkyTrain Integration

Integration of the South Burnaby transit network and SkyTrain occurred in 1986 March shortly after SkyTrain entered revenue service. There has been some "fine tuning" of routes but further review is required to assess whether or not particular routing proposals made by the Municipality should now be implemented. Burnaby has proposed that the No. 28 Smith bus, which serves Burnaby Hospital, be routed to the Metrotown transit focus rather than to Joyce Station. This rerouting warrants reconsideration with Metrotown core area development. It is perhaps significant that when bus/SkyTrain integration was under review in Vancouver, the Joyce Station Area Planning Committee also recommended the No. 28 be focused on Metrotown rather than Joyce Station.

Similarly the Municipality, with support from Burnaby residents, has recommended that the No. 101 bus originating at Lougheed Mall terminate at the Edmonds Station rather than at the 22nd Street Station in New Westminster.

2.3 Transit Planning

The forthcoming service planning year should include the following planning activities.

2.3.1 A Strategic Plan for Transit

The Municipality has recommended that BC Transit develop its Annual Service Plan in the context of a hierarchy of longer range plans. BC Transit has indicated that it will be developing a 5 Year Plan but it has not yet done so. It appears that BC Transit, and the Municipalities (through GVRD Development Services Department) will shortly embark on a coordinated Transportation Forecasting/Planning exercise. The result could be a Comprehensive Regional Transportation Plan that integrates public transportation and road infrastructure investment if the Ministry of Transportation and Highways also agreed to participate.

2.3.2 Rapid Transit Extensions

It is in the interest of all the Municipalities of the Region that BC Transit define future rapid transit corridors and specify when lines/expansions might be implemented. An operationally attractive proposal that has been tested through computer simulation is the extension of SkyTrain to Lougheed Town Centre via the Edmonds Corridor. The Municipality has offered to work with BC Transit to develop a preliminary plan which would determine whether a feasible alignment could be specified. In this instance municipal staff are most concerned that potential negative impacts on adjacent land uses can be mitigated. We also wish to ensure that land development is coordinated to support a future extension (assuming a feasible alignment is defined and adopted).

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2.3.3 Commuter Rail

Burnaby's Comprehensive Transportation Plan shows commuter rail service along the Burrard Foreshore. Notwithstanding recent political initiatives to revive it, it is our understanding that BC Transit staff are not actively considering the commuter rail proposal. It is our view that a review is warranted.

2.3.4 Transit Innovation

Municipal staff have suggested that BC Transit evaluate the introduction of non-standard transit vehicles. An early draft of the 1988/89 Service Plan proposed the introduction of articulated diesel buses on selected Richmond trunk routes. The Barnet/Hastings corridor should also be considered for articulated bus operation in order to meet anticipated North East sector travel demand growth.

In Europe the use of mini/midi bus vehicles is now common practice for many transit operations. In North America the common wisdom among bus operators remains that small buses are not as cost effective as standard buses because of their shorter life cycle and higher maintenance costs. We have suggested that it may be worthwhile to test smaller vehicles on some of Burnaby's local feeder routes, such as the No. 116 Suncrest. Mini/midi buses may be less intrusive and more productive than full size buses when operating on local residential streets.

3.0 TRANSIT SYSTEM OBJECTIVES

BC Transit will be evaluating municipal requests "against the plan's objectives and financial constraints". The objectives are not specified but last year's transit service plan objectives were:

- "1. Maintain the current level of transit service over the next year.
2. Introduce new or expanded service only where increased travel demand warrants.
3. Improve overall system performance and efficiency."

For Burnaby, a suitable objective, one that meshed with adopted policies and plans might read:

"That transit increase its modal share of travel demand in the Municipality, particularly in the traffic congested North Burnaby corridor".

Unfortunately the reality of funding constraints may preclude such an objective - attracting new riders to transit, particularly during peak periods requires increased system capacity at typically a net increase in cost.

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4.0 DISCUSSION AND CONCLUSIONS

Burnaby has recently submitted the following reports and Briefs to the Greater Vancouver Regional Transit Commission.

1. Transit Fares and Funding (Staff report to the Council Meeting of 1988 April 18, Item #8, Municipal Manager's Report No. 28).
2. The Location of the Transit Fare Zone Boundary in N.E. Burnaby (Brief submitted to the Vancouver Regional Transit Commission at its meeting of 1988 May 26).
3. The Structure and Organization of Transit in the Vancouver Conurbation (Brief submitted in response to a letter from Mayor D.A.S. Langskail, dated 1988 June).

In its INITIAL discussion of the latter item members of Council expressed the view that the Commission should be apprised of the range of Burnaby concerns regarding transit. Accordingly, and in the spirit of the Council Brief, it would be appropriate if municipal input to the 1989/90 Service Plan were directed to the Commission as well as BC Transit staff.



A.L. Parr
DIRECTOR PLANNING &
BUILDING INSPECTION

PL/mcb

cc: Director Engineering

ATTACHMENT "E"

ITEM 8
MANAGER'S REPORT NO. 49
COUNCIL MEETING 88/07/25

STAFF COMMENTS WITH RESPECT TO MR. NATHAN DAVIDOWICZ'S
SUBMISSION DATED 1988 JUNE 27

(The numbering corresponds to that of the brief)

I. "MINOR ITEMS"

- (I) 1. The operation of Routes 151/2 will be evaluated in conjunction with North Burnaby Area Plan. If existing routing is retained the stopping procedure proposed should be implemented.
- (I) 2. Apparently the Route 28 buses do not enter Kootenay Loop because of congestion. The congestion problem may be alleviated as a result of North Burnaby Area Plan.
- (I) 3. Route 131/2 detoured via Kensington/Sprott in order to serve the B.C. Transit Bus Garage. The current routing via Canada Way is more direct (one of the complaints we have heard about transit in Burnaby is the circuitous routing). The route now better serves the Central Administrative Area and reinforces the concept of a secondary transit focus at the municipal hall. Parks and Recreation inform us that they had "a few complaints" at changeover. The Recreation Centre complex is now served by the 144 Metrotown/SFU route and the more occasional 142 Edmonds/SFU link. There is no weight of evidence for a reversion to the original routing.
- (I) 4. Interchanging the 49 and 116 routing to Metrotown station would, in our view, unnecessarily increase the access time to Metrotown. While it may make sense to meander bus routes to collect passengers, the final run to the destination should be expeditious. The gap along Imperial between McKay and Sussex is 300 m, well within accepted coverage standards for walking to transit. Transit users in this gap would probably find it more convenient to walk to the Metrotown station rather than wait for a feeder bus. It would appear that the suggested change could be more detrimental than beneficial.
- (I.) 5. Comments made at the Municipal Hall open house on 1987 September 03 are listed in Attachment "C". When we first reviewed draft versions of the 1988/89 Annual Service Plan we asked B.C. Transit to explicitly review Public comment in the final report. It would be worthwhile doing so now. Similarly the items that can be classed as a municipal concern will be further reviewed by Burnaby Staff.
- (I) 6,7. We agree that clear comprehensive information about the transit system (maps, timetables, information at stops, etc.) is a necessity. Some improvements have been made - for example the whole Burnaby and New Westminster is now covered by one timetable/brochure. Mr. Davidowicz's comments merit further consideration by transit marketing staff.
- (I) 8. B.C. Transit and our Engineering Department (Traffic Operations) work together to locate bus stops in the Municipality. Specific suggestions for fine tuning of stop locations should be brought to their attention.

II "ITEMS THAT WILL COST MONEY"

- (II) 1. The Broadway/Lougheed trolley extension has always been viewed as an integral part of the Burnaby Transportation Plan and B.C. Transit's awaited North Burnaby Area Plan. Its implementation has been recommended for 1989/90.
- (II) 2. The Kingsway trolley was extended to Metrotown via Kingsway Willingdon because alternative routes (principally Silver at that stage) were uncertain or unavailable. The desirability of penetrating the core however is not overwhelming, particularly when weighed against the cost of trolley infrastructure. We see no compelling argument for abandoning the Willindon trolley link in favour of McKay.
- (II) 3,4. It is difficult to justify the provision of transit services during hours when there is scant demand for those services. B.C. Transit employees use adopted "Service Design Guidelines" to ensure that the level of transit service to some extent reflects demand. The service design guidelines should ensure that emerging trends such as Sunday shopping are matched by service availability. This fine tuning of the transit schedule for specific routes is ongoing and should lie outside the scope of the Annual Service Plan.
- (II) 5. (i) The conversion of route 135 to express east of Kootenay Loop may be a positive improvement for some SFU students but would also reduce local accessibility along Hastings in Burnaby. The operation of this route should be reviewed in the context of the North Burnaby Area Plan.
- (ii) Route 142 service should be increased if demand warrants. We believe the extension of the route to 22nd Street Station would be non productive as it duplicates readily available Sky Train capacity.
- (iii) We have no information for determining whether the extension of route 145 to the Coquitlam Recreation Centre makes sense or not.
- (II) 6. The 114, 116 one way loops are short and are designed to maximize coverage. Service frequency reflects policy headway rather than the low demand. Conversion of the routes to two-way operation would not be much of a convenience for transit riders. The individual gains and losses would be marginal. A major problem would be user confusion. Residents would have to know which stop to go to at any given time or potentially miss the first available bus.
- (II) 7. The routing of bus service via Canada Way/Imperial is at present not possible because of intersection geometry. Canada Way is a Ministry of Transportation and Highways responsibility while Imperial is Burnaby's. We are now awaiting MOTH action on the requisite improvements.

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- (II) 8. The B.N.R. overpass makes it difficult to provide for transfer opportunities between North/South (Kensington/Sperling corridor) and East/West routes operating along the Loughheed Highway. This problem should be addressed in the context of the North Burnaby Area Plan.
- (II) 9. Presumably Mr. Davidowicz is suggesting terminating the #100 at 22nd Street Station rather than further east at New Westminster Station. This service cut may make sense as the route segment between New Westminster and 22nd Street Stations duplicates available Sky Train capacity.
- (II) 10. Burnaby requested the termination of the 101 at Edmonds Station rather than at 22nd Street. However municipal staff do not support splitting the route between the two competing terminal points. This would lead to passenger confusion and essentially result in two very 'weak' unattractive routes.
- (II) 11. We continue to recommend the termination of the #28 Smith bus at Metrotown. Our comment above about splitting routes applies here.

