

ITEM 32
MANAGER'S REPORT NO. 75
COUNCIL MEETING 88/11/28

RE: TRANSIT SYSTEM RECOMMENDATIONS:
DELEGATIONS REGARDING B.C. TRANSIT 1988 OCTOBER 24

MUNICIPAL MANAGER'S RECOMMENDATION:

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

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TO: MUNICIPAL MANAGER 1988 November 23
FROM: DIRECTOR PLANNING & BUILDING INSPECTION Our File: 08.211

SUBJECT: TRANSIT SYSTEM RECOMMENDATIONS:
DELEGATIONS REGARDING BC TRANSIT 1988 OCTOBER 24

PURPOSE: The purpose of this report is to respond to Council's request for a staff review of transit related recommendations made by Mr. Nathan Davidowicz and Mr. Haje Protais.

RECOMMENDATIONS:

1. THAT the Vancouver Regional Transit Commission advise the Municipality of the status of the following reports/studies:
 - (i) The Review of Fares and Fare Zones
 - (ii) The Commission's Review of Organization and Funding
 - (iii) The Five/Ten Year Plans for Transit
2. THAT the Vancouver Regional Transit Commission direct BC Transit staff to undertake, in consultation with other agencies, a major review of the transit improvement opportunities on the east-west travel corridors of the northern half of the Burrard Peninsula (viz; Freeway/Grandview/First Avenue, Broadway/Lougheed, Hastings/Gaglardi Way/Barnet Highway). The study should address future travel demand, trolley extensions, express routing, traffic management, bus lanes, articulated vehicles, the role of commuter rail, etc.
3. THAT Council recommendations and a copy of this report also be forwarded to Mr. Nathan Davidowicz and Mr. Haje Protais.

R E P O R T

Council, at the regular Council Meeting held on 1988 October 24, received presentations from Mr. Nathan Davidowicz and Mr. Haje Protails regarding the 1989/90 Regional Transit Plan.

Arising from these presentations Council directed as follows:

1. "THAT the submissions of the two delegations, Mr. Nathan Davidowicz and Mr. Haje Protails regarding transit services, be referred to staff for a report and recommendations for presentation to BC Transit."

This report has been prepared in response to Council's direction. The delegations each submitted a list of specific recommendations to Council. We have reviewed the recommendations and our item by item comments are attached.

As might be expected the thrust of the concerns underlying the delegations' recommendations relate back to fundamental issues such as fares, funding, the organization of transit, etc. Burnaby Council has already taken a position on some of these issues and/or is awaiting a further response from BC Transit or the Vancouver Transit Commission. Staff's first recommendation is framed to ascertain the status of these matters.

Other more immediate concerns of the delegations will be addressed through the forthcoming North Burnaby Area Plan process or the Simon Fraser University Transportation Study. This latter project has just commenced and will focus on parking and transit services at SFU. It is being conducted jointly by BC Transit and the SFU Administration with Burnaby staff and SFU Student Union representation.

The second staff recommendation is directed at dealing with some very specific concerns and proposals on a comprehensive basis. It has been a continuing concern to the Municipality that the east-west road corridors in North Burnaby are now heavily congested. This congestion will get worse in the future notwithstanding the road improvements proposed. The Burnaby Comprehensive Transportation Plan recognizes this capacity deficit and states that transit will have to carry an increasing share of travel demand. It is important that Transit be prepared to take advantage of the opportunities to enhance service. The options that need to be examined, on a comprehensive basis, include new express routings (e.g. along 1st Avenue in Vancouver), trolley extensions (e.g. along Hastings), high occupancy vehicle lanes (e.g. along Freeway), bus queue-jump lanes (e.g. at Cassiar-Hastings) etc. Such a study would complement the more localized improvements that are anticipated from the North Burnaby Area Plan.



A.L. Parr
DIRECTOR PLANNING &
BUILDING INSPECTION

PL/mcb
Attach:

cc: Director Engineering

ATTACHMENT A

ITEM 32
MANAGER'S REPORT NO. 75
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Staff Comments Regarding

RECOMMENDATIONS SUBMITTED BY MR. HAJE PROTALS

1. Post-secondary students should be eligible for fare concessions. In accordance with the position of the B. C. Regional Transit Commission as outlined in their "Conventional Transit 1984-1985 Fare Plan Executive Summary" (page 4), post-secondary student concession fares should be the same as fares for other concession fare groups.

Apparently no urban transit operation in Canada offers post-secondary students the substantial fare concessions proposed. A fare concession would result in lost revenue to the system. Given tight funding this would require cutbacks/economies in other operational areas unless the lost revenue was offset by funding from some other agency.

2. Financially disadvantaged students be given free fare cards. These cards could be purchased at a discount rate from B. C. Transit by the Ministry of Education. They would then be distributed to needy students at the discretion of campus financial aid departments.

There is a possibility for a vendor (including say, Students' Unions) to purchase fare cards at a "bulk" discount rate. The discount could be passed on to the students either selectively or universally.

3. Express buses similar to those running to UBC should be provided for all lower mainland post-secondary institutions.

The need for express services must be determined/demonstrated on a case by case basis. The possibilities for SFU will be further considered in the context of the SFU Transportation Study and the North Burnaby Area Plan.

4. Specific lanes to and from the universities should be designated as express lanes during peak periods. Only buses and carpool vehicles (cars carrying three or more people) could use these lanes.

Ditto. The opportunity for preferential treatment of transit vehicles through traffic management measures should be evaluated in a wider context.

5. Permanent, up to date, scheduling notice boards should be posted at each post secondary institution. These notice boards would include a detailed map of bus routes, timetables for all buses running to and from the campus, and slots for printed bus schedules.

B. C. Transit has a program for installing transit information centres (called "Info Tubes") at major transit node points including SFU. B. C. Transit staff have informed us that over 60 installations have already been made.

6. The B. C. Transit Commission should create an advisory committee made up of representatives from seniors, students, local businesses, downtown workers, and local planning committees. This committee should be consulted prior to the implementation of any service cuts or fare increases.

Burnaby Council has endorsed the Public Consultation Program adopted by the Transit Commission. It is not clear that an advisory committee would be the most effective means of enhancing the consultation process.

7. The B. C. Transit Commission should adopt the following resolution (passed at a meeting of the North Vancouver district council on August 22, 1988).

"That the Provincial Government be asked to treat the Skytrain Guideway as a provincial highway and that it pay 100% of the capital costs of the guideway as proposed by the Honorable Jack Davls on May 16, 1985 in the B. C. Legislature and as suggested by the Honorable W. Vander Zalm at the time he was a mayoralty candidate in the City of Vancouver."

The present structure of transit is such that there is no assurance that the current, provincially imposed "tight" funding constraints, would necessarily be mitigated by writing off Skytrain Capital costs against general Provincial Revenue. It would be better if the burden of Skytrain Costs were dealt with as part of an agreed local/provincial funding formula.

8. The provincial government should return industrial property to the municipal tax base. This would provide the Transit Commission with more direct access to funding.

The issues of transit structure, local autonomy and local funding sources require resolution. In previous reports staff have suggested that the most appropriate local source of deficit funding is motor fuel tax.

ATTACHMENT B

RECOMMENDATIONS SUBMITTED BY MR. NATHAN DAVIDOWICZ

1. That Council approve the route extensions as proposed by B. C. Transit for routes No. 142 and 144 (145?) that serve SFU and request that these extensions be implemented as soon as possible. (i.e. prior to B. C. Transit proposed implementation date of Sept. 1989) AND FURTHERMORE that Burnaby staff bring forward a report on the bus stop requirements for route No. 142 and the associated cost to Burnaby.

There does not seem to be a strong rationale for accelerating the implementation of these routes. It is now too late to effect the changes for the January semester. Benefits of the routing changes will not be realized until after the summer semester. In any case it would make sense if the changes were subjected to the normal tests of the planning and public consultation processes. A report on bus stop requirements will appear as required during the course of the Planning process.

2. That Council support a start on improvements to North Burnaby. That Council request B. C. Transit to bring forward their Transit Area Plan for North Burnaby so that Council/staff/public can evaluate the proposed first stage changes proposed for Sept. 1989 as to how they fit the overall transit plan for North Burnaby.

A start on North Burnaby Area Plan is imminent. We anticipate that an initial report will go to Council in 1989 February subsequent to further consultation between Municipal and B. C. Transit staffs.

3. That Council request the Vancouver Regional Transit Commission to improve the hours of service on Skytrain and connecting buses, especially on Saturday morning and Sunday night.

B. C. Transit staff intend to review the hours of service on the transit system. They don't however anticipate increasing Skytrain service hours because of the high cost of system operation relative to the low potential demand. The hours during which the Skytrain system does not operate are used/required for maintenance.

4. That Council request the Vancouver Regional Transit Commission to submit for Municipal Council's comments their five year plan as well as their annual operating and capital budgets.

The municipalities of the metropolitan area have some input to the Annual Service Plan. By resolution Burnaby Council has requested that B. C. Transit prepare a 5 year plan/budget. We understand that longer term plans are under preparation by B. C. Transit and expect that there will be municipal and public consultation prior to those plans being finalized.

5. That Burnaby Council support Vancouver City Council request for a bus service along 1st Avenue connecting Brentwood with Main Street ALRT Station.

First Avenue in Vancouver currently functions as a high capacity commuter link. The introduction of buses, particularly a local service, to this arterial would adversely impact its capacity and increase congestion. It's possible that the congestion cost may be mitigated or offset by transit user benefits. However, further study needs to be done to determine whether a First Avenue route makes sense and how such a route would function in the context of the other congested East West corridors. A comprehensive approach is required.

6. That Council request Mayor Tom Baker who is Burnaby representative on the Vancouver Regional Transit Commission to meet with Burnaby Council.

Mayor Baker was defeated at the recent civic election. A new Burnaby/New Westminster representative to the Vancouver Regional Transit Commission remains to be appointed.

