

RE: SUBMISSION TO THE VANCOUVER REGIONAL TRANSIT COMMISSION  
ON THE NORTH BURNABY TRANSIT AREA PLAN

ACTING MUNICIPAL MANAGER'S RECOMMENDATION:

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

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SUPPLEMENTARY

TO: ACTING MUNICIPAL MANAGER 1989 May 12  
FROM: DIRECTOR PLANNING & BUILDING INSPECTION Our File: 08.211  
SUBJECT: SUBMISSION TO THE VANCOUVER REGIONAL TRANSIT COMMISSION ON THE NORTH BURNABY TRANSIT AREA PLAN  
PURPOSE: To seek Council approval of a submission to the Vancouver Regional Transit Commission on the North Burnaby Transit Area Plan.

RECOMMENDATION:

1. THAT the submission in Attachment 'A' of this report be forwarded to the Vancouver Regional Transit Commission.

R E P O R T

At its regular meeting on 1989 May 08, Council received a discussion paper from the Director Planning & Building Inspection which reviewed the North Burnaby Transit Area Plan. After consideration of the report, Council adopted the following recommendation:

- "1. THAT this report be forwarded to the Transportation Committee for further consideration as the basis for the preparation of a submission to the Vancouver Regional Transit Commission at its meeting on 1989 June 01."

The discussion paper was considered at a meeting of the Transportation Committee on 1989 May 11. The Committee received the report but referred it back to Council due to the lack of sufficient time to consider the report.

It was noted in the discussion paper that it would be in the best interests of the Municipality to approve, subject to certain conditions, the (Phase I) service improvements proposed for implementation in 1989 September.

To meet this timing, the Vancouver Regional Transit Commission must receive a submission from the Municipality on the Transit Area Plan at its meeting of 1989 June 01. To appear on the Commission's Agenda, Council, at its regular meeting of 1989 May 15, should consider Attachment A as a submission to the Commission.

Although the timing of the proposed Phase I improvements has contained review by the Transportation Committee of the Transit Area Plan, subsequent Phases II and III will be brought forward for full review by the Committee and Council in the coming weeks. The Transportation Committee is in agreement with this approach.



A.L. Parr  
for DIRECTOR PLANNING &  
BUILDING INSPECTION

RG/mcb  
Attach:

cc: Acting Director Engineering

SUBMISSION TO  
THE VANCOUVER REGIONAL TRANSIT COMMISSION  
ON THE  
NORTH BURNABY TRANSIT AREA PLAN

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| COUNCIL MEETING      | 89/05/15 |

### 1.0 BACKGROUND

On 1989 March 20 Council received a presentation from Mr. J. Mills, Vice-President, Planning, BC Transit, on the report "1989-1992 Proposed Transit Plan for North Burnaby".

At that time Burnaby Council adopted the following recommendations with respect to the North Burnaby Transit Area Plan.

- "(1) THAT Council receive the "draft" 1989-1992 North Burnaby Transit Area Plan prepared by BC Transit as the basis for public consultation and basis for future planning and budgeting.
- (2) THAT Council receive the current changes proposed for the 1989/90 Phase 1 implementation as the basis for public consultation, planning and budgeting."

Subsequently a number of Public Open Houses were held within Burnaby to receive public comments on the Transit Area Plan.

At its regular meeting of 1989 May 07, Council had the opportunity to review these comments as part of a discussion paper prepared by staff. Based on consideration of these comments and issues raised in the discussion paper, Council has adopted the recommendations contained in this submission to forward to the Vancouver Regional Transit Commission.

### 2.0 BURNABY TRANSPORTATION PLAN AND POLICIES

The Burnaby Transportation Plan, adopted by Council in 1979, provides an overall policy framework for the development of transportation in the community. With respect to transit services the Transportation Plan emphasizes the need for public transit to play a larger role in the future movement of people in and through the municipality.

With this overall direction in mind the goal for transportation planning in Burnaby is stated as follows:

"Strive to facilitate the movement of people and goods within and through the municipality in a manner that is most cost-effective and efficient while at the same time endeavouring to maintain and improve the integrity of residential neighbourhoods."

The policy areas with respect to transit which support this goal include the following:

- I) Lessening the dependency of the private automobile as a means of movement within the region and the municipality.
- II) Encouraging the use of public transit as an attractive means of transportation.

The Burnaby Transportation Plan provides a policy context for Council to evaluate the proposals in the North Burnaby Transit Area Plan and identify issues.

Council approval of the North Burnaby Transit Area Plan will be contingent on the capability of the Plan to satisfactorily address these issues.

### 3.0 TRANSIT ISSUES

#### 3.1 Service Between Major Centres In Burnaby

Currently, approximately 44 percent of all trips originating from North Burnaby are destined within North Burnaby, South Burnaby, or New Westminster. Transit connections between major centres within Burnaby therefore constitutes one of the most significant issues to be addressed by the North Burnaby Transit Area Plan.

To accommodate transit travel within Burnaby the Transportation Plan envisions the development of a more municipally-oriented transit system. Major transit foci would be strategically located within the three designated town centre areas of Burnaby including Metrotown, Brentwood Mall and Lougheed Mall, as well as New Westminster.

In the North Burnaby Transit Area Plan the development of a municipally-oriented transit system is enhanced through the development of the Brentwood Transit Exchange and the provision of direct connections between Brentwood Town Centre, Lougheed Town Centre, and Metrotown.

Council supports the implementation of these service improvements in Phase 1 of the North Burnaby Transit Area Plan.

#### 3.2 Service to Other Activity Areas In Burnaby

Supplementing the major transit foci are secondary centres including the Central Administrative Complex, Hastings/Willingdon, SFU and Edmonds Station.

Service to Simon Fraser University is also improved through new direct services to Coquitlam and Surrey and a new route from North Burnaby. In addition the proposed increase in service levels on the #130 Metrotown Station/Kootenay Loop improves service to BCIT and the Burnaby Hospital.

Access by transit however is integral to future plans for the Deer Lake Cultural/Arts Centre. The requirement to extend bus service close to the Deer Lake area needs to be addressed by BC Transit and the Municipality.

#### 3.3 Express Transit Service to Vancouver

In Burnaby the policy of encouraging transit travel within the region requires measures to increase the attractiveness of public transit between Burnaby and other municipalities in the region.

As approximately 40 percent of all transit trips from North Burnaby are destined for Vancouver, fast and convenient transit service to Vancouver is a high priority from the Municipality's perspective.

Currently however, service to Vancouver is contingent upon the requirement to transfer to Vancouver trolley services including the #10 Hastings Express or the #9 Broadway. The proposals in the Transit Area Plan to reroute the #120 Canada Way and allow pickups and dropoffs at Brentwood for the #151 Port Coquitlam Centre do not appreciably reduce the number of transfers required to travel between North Burnaby and Vancouver.

Currently in other inner suburban municipalities including North Vancouver, West Vancouver and Richmond, service to Vancouver is provided by bus services which offer local service within these municipalities and also operate as express services to downtown Vancouver. These services offer the convenience and accessibility of frequent pickups and dropoffs within a municipality and fast limited-stop connections to Vancouver.

Local/express services of similar design need to be addressed in Phase II and III of the Transit Area Plan.

#### 3.4 Local Transit Service to Vancouver

The introduction of local/express services in North Burnaby will enhance convenience for riders destined to downtown Vancouver or Central Broadway. As express buses allow dropoffs at major transfer points only, many transit riders from North Burnaby destined for locations between major transfer points in Vancouver will require a transfer in Vancouver to the #9 Broadway to reach their destination.

While the proposed Broadway trolley extension would not eliminate the need for North Burnaby residents to transfer to the #9 Broadway, it moves the transfer point from Vancouver to a major focal point and commercial centre in Burnaby. It is the view of Council that the Broadway trolley extension to Brentwood Town Centre should be implemented.

#### 3.5 Service Coverage

Access to bus service is essential to achieving the Municipality's goal of encouraging transit usage. The Burnaby Transportation Plan has established as a desirable standard that all residential development in the municipality should have access to bus service within a maximum walking distance of 400 metres.

In applying this standard to North Burnaby, the neighbourhoods of Forest Hill, Tyndale/Lawrence and Montecito require improved service coverage. For these areas the North Burnaby Transit Area Plan would provide direct access to transit service through a new route, the #134 operating from Lougheed Mall to Kootenay Loop.

In order to facilitate the proposed routing of the #134, the Municipality will advance the timing of the proposed Phillips/Bainbridge Connector through the Montecito area.

#### 3.6 The North East Burnaby Fare Zone Boundary

One of the fundamental goals of transportation planning in the Municipality is to foster community interaction between diverse parts of the municipality. The principle of a municipally-oriented transit system supports this goal by providing convenient connections between major activity centres in the community.

The current location of the fare zone boundary at Gagliardi Way however, is contrary to both the Municipality's goal and the objectives of the Transit Area Plan. The transit fare zone boundary alienates a major designated town centre from the rest of the municipality and creates a cost impediment to intra-municipal travel by transit in North Burnaby.

As the fare zone boundary is incompatible with the objectives of the Burnaby Transportation Plan, Council requests that the issue be addressed in the context of the area plan process.

#### 4.0 RECOMMENDATIONS

In summary, Council recognizes that the proposal for service improvements in the North Burnaby Transit Area Plan are largely compatible with the transit policies outlined in the Burnaby Transportation Plan. As many of these proposals would be implemented in Phase I of the Transit Area Plan in 1989 September, Council supports these service improvements including the following:

- (I) the provision of a new routes linking town centre areas including the #110 Lougheed Mall/Metrotown and the #134 Lougheed Mall/Kootenay Loop
- (II) Improvements to SFU service including new peak period routes from Coquitlam and Scott Road Station to SFU and improvements to existing SFU services, i.e. the #142 SFU/Edmonds Station, extended to 22nd Street Station
- (III) the provision of additional service coverage to the Forest Hills, Tyndale/Lawrence and Montecito areas
- (IV) Improved service to the Burnaby Heights area.

Council is also aware that there are a number of outstanding issues regarding transit which are not fully addressed by the Transit Area Plan. Recognizing that the Transit Area Plan will structure transit services in most of the municipality for some years, it is critical that Council approval of the Phase I improvements be conditional upon agreement by the Commission to the following:

- (I) to develop proposals for more direct express bus services from North Burnaby to Vancouver for inclusion in the Annual Service Plan for 1990/91 or 1991/92
- (II) In cooperation with Burnaby staff, to conduct a cost/benefit study of the trolley overhead extension from Boundary Road to Brentwood Town Centre
- (III) In conjunction with Burnaby staff, to assess the transit routing and road improvements required to provide transit access to the Deer Lake Cultural/Arts Centre
- (IV) to consider a revision to the fare zone boundary to coincide with the municipal boundary along North Road except to include the Lougheed Mall Transit Exchange.

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The Commission should also recognize that other issues outside the scope of the North Burnaby Transit Area Plan need to be addressed in the longer term. These have been raised in a previous memorandum to the Commission and include the following:

- (i) A review of the bus/SkyTrain integration and South Burnaby bus routes.
- (ii) The termination of the #28 Smith bus at Metrotown.
- (iii) The termination of the #101 Cariboo service at Edmonds Station.
- (iv) The test operation of mini/midi buses on South Slope feeder routes.
- (v) The need for an expanded and improved marketing program.
- (vi) The development of longer term plans for transit.

These issues will be discussed with the Commission in the context of a future Annual Service Plan process.

