

THE CORPORATION OF THE DISTRICT OF BURNABY

TRANSPORTATION COMMITTEE

HIS WORSHIP, THE MAYOR
AND ALDERMEN

Madam/Gentlemen:

REPORT OF THE TRANSPORTATION COMMITTEE

Re: 1990/91 Annual Service Plan

RECOMMENDATIONS:

1. THAT Council approve the attached brief (Attachment C) in response to BC Transit's request for comments on the 1990/91 Annual Service Plan.
2. THAT Council approve the attached list of municipal requests (Attachment D) for inclusion in the 1990/91 Annual Service Plan.
3. THAT copies of Attachments C and D be forwarded to The Chairman and Members of Vancouver Regional Transit Commission.

R E P O R T

1.0 BACKGROUND

At its regular meeting of 1989 August 08, Council received correspondence from BC Transit requesting Council to review and comment on the following:

(i) 1990/91 Annual Service Plan

The purpose of the Annual Service Plan is to outline a base level of service and to identify service changes for the fiscal year 1990/91 as a prerequisite to the development of a detailed operating budget. A final plan will be submitted to the Vancouver Regional Transit Commission at its meeting of 1989 October 05 following a series of public meetings held in early September.

(ii) Municipal Requests for Transit Service

The Annual Service Plan usually includes a list of requests for transit service from each of the Municipalities in the transit service area. The implications of the service change and the BC Transit response to each request is provided as an Appendix to the Annual Service Plan. A list of municipal requests was provided in the correspondence from BC Transit as a starting point for review by Council (Attachment A).

At its regular meeting of 1989 August 21 Council considered a staff report on the 1990/91 Annual Service Plan and referred the report to the Transportation Committee for review.

INTERNAL DISTRIBUTION:

AGENDA 1989 OCTOBER 16
COPY - MUNICIPAL MANAGER
- ACTING DIRECTOR ENGINEERING
- DIRECTOR FINANCE
- DIR. PL. & BLDG. INSP.

The report was considered by the Transportation Committee at its meeting of 1989 August 24. At the meeting the Committee approved a process for reviewing the draft 1990/91 Annual Service Plan and submitting comments to Council.

This process envisioned the review of the Annual Service Plan to be undertaken over three meetings of the Committee as follows:

Transportation Committee - 1989 September 06

OBJECTIVES:

- (I) To outline the process for consideration for the 1990/91 Annual Service Plan.
- (II) To receive a presentation on the 1990/91 Annual Service Plan from the Service Planning Manager for BC Transit.

Transportation Committee - 1989 September 15

OBJECTIVE: To review a draft brief to the Vancouver Regional Transit Commission on the 1990/91 Annual Service Plan and a revised list of municipal requests.

Transportation Committee - 1989 October 05

- (I) To consider the final draft of a brief to the Vancouver Regional Transit Commission on the 1990/91 Annual Service Plan for consideration by Council on 1989 October 16.
- (II) To consider a revised list of municipal transit requests for submission to Council on 1989 October 16 involving items beyond the 1990/91 Annual Service Plan.

2.0 PUBLIC MEETING

In addition to the meetings held by the Transportation Committee to review the 1990/91 Annual Service Plan, BC Transit has held a series of seven public meetings throughout the Region. The public meeting for the Burnaby area was held at the Bonsor Recreation Complex on 1989 September 19 and was one of the most well attended of the series, attracting a total of 54 persons.

As the meeting closely followed the implementation of the North Burnaby Transit Area Plan Phase I services changes on 1989 September 04, most of the comments involved previous service changes rather than the proposed service changes in the 1990/91 Annual Service Plan. With respect to previous service changes, the major issues included the following:

- (i) Rerouting of the #130 and #144 - complaints from Bonsor residents of noise from diesel buses and the need for more direct service for the #130.
- (ii) Access to Burnaby North High School - as a result of the new route of the #110, students from the Government Road area attending Burnaby North have a difficult transfer from the #110 to the #134.

Most comments on the 1990/91 Annual Service Plan were positive especially with regard to the #120 rerouting along Broadway.

A summary of all comments as prepared by BC Transit is shown in Attachment B.

3.0 SUMMARY

The Committee has reviewed the 1990/91 Annual Service Plan at three meetings and recommends that Council approve Attachment C as Council's comments to the Transit Commission on the Service Plan, and Attachment D as Council's revised list of municipal requests for transit service. These attachments incorporate the comments received from a public meeting conducted by BC Transit in Burnaby on 1989 September 19 to review the Annual Service Plan.

Respectfully submitted

Alderman R.G. Begin
Chairman

Alderman D.P. Drummond
Member

Alderman J.M. Sawicki
Member

MUNICIPAL REQUESTS FOR SERVICE IN THE VANCOUVER REGIONAL TRANSIT SYSTEM 1987 TO 1989

MUNICIPALITY OF BURNABY

REQUEST	IMPLEMENTED NO YES	STATUS	PROJECTIONS (1)			COMMENTS
			SERVICE HOURS	COSTS (2)	VEHICLES (2)	
1) Implement North Burnaby Area Plan	X	North Burnaby Transit Area Plan 1989-1992 is scheduled for implementation in three phases: Phase 1 in September 1989, Phase 2 in September 1990, Phase 3 in September 1991.				Phases 2 and 3 will involve public open house sessions.
2) Review bus/STrain integration plan and specifically consider rerouting: r. #28 to Metcown Station (instead of Joyce Station), and r. #101 to Edmonds Station (instead of 22nd Street Station).	X	An in-house review of the integration plan was conducted in 1986/87. Changes have already been implemented.				New review to be part of upcoming South Burnaby/New Westminster Transit Area Plan
r. #28 to Metcown Station (instead of Joyce Station), and	X	Is not desirable since 75% of passengers travel to Vancouver and will be penalized with additional fares and travel times; rerouting incurs additional costs.	1,700	\$71,400	1	Rerouting will duplicate other routes; any ridership gain will be offset by losses due to disruption of existing service.
r. #101 to Edmonds Station (instead of 22nd Street Station).	X	Is not desirable since service along 8th Ave. west of 6th St. has to be maintained which will incur additional costs; uptown New Westminster is a more important travel destination than Middlegate for East Burnaby residents.	5,000	\$210,000	1	Rerouting will duplicate other routes; any ridership gain will be offset by losses due to disruption of existing service.

Implemented Sept. 1986

Proposed for 1989-1991.

NOTES:

- (1) These annual projections apply if the request has not yet been implemented.
- (2) Variable Operating Costs.
- (3) Number of peak period vehicles required.

ATTACHMENT B**1990/91 ANNUAL SERVICE PLAN:****BURNABY PUBLIC MEETING COMMENTS**

VENUE: Bonsor Recreation Centre
DATE: September 19, 1989
STAFF: J. Mills T. Peterson
 G. Leicester P. Noriega
 R. Krowchuk H. Cook

Attendance: 54

Number of Registered Speakers: 18

- Introductory remarks by J. Mills
- Slide presentation by G. Leicester

Speaker #1:

- 1) Lives at 6595 Bonsor.
- 2) New bus service on Bonsor creates too much noise.
- 3) Change route via Nelson, Jubilee, Central Blvd.

Speaker #2:

- 1) Does not like new bus service on Bonsor.
- 2) Submitted a petition for changing #130/144 routing.

Speaker #3:

- 1) #130/144 rerouting was not approved by Council (approved in principle).

Speaker #4:

- 1) No service to Hastings from Sperling & Curtis due to recent changes.

Speaker #5:

- 1) Live in Government Road area.
- 2) Now have to walk from Holdom to North Burnaby School.

- 2 -

- 3) Burnaby Central has good service.
- 4) 8:45 to 3:15 are primary Burnaby North High School trip times.

Speaker #6:

- 1) Burnaby North School problem for students living in Government Road area.

Speaker #7:

- 1) Students living in Government Road area have a problem going to Burnaby North School as a result of recent changes.

Speaker #8:

- 1) Bus service along Government/Sperling has been changed. New service not as good.

Speaker #9:

- 1) Buses take too long to get anywhere.
- 2) #130 meanders too much (should operate along Willingdon).
- 3) #49 route serves Champlain Mall/Maywood which takes too much time.
- 4) Bus shelters should be sheltered from prevailing rains from southeast.

Speaker #10:

- 1) #31 running late or cancelled (3:10-4:40).
- 2) Express services should be operated on all crosstown routes in Vancouver.

Speaker #11:

- 1) #31 runs late in the afternoon.
- 2) Need more express buses like the #31.

Speaker #12:

- 1) Bus/SkyTrain integration plan split the old #27 route into two separate routes.
- 2) 5:00 - 5:15 connections at Metrotown Station between #130-#49 are often missed.
- 3) Better connections needed at Joyce Station (#26 to #27).

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Speaker #16:

- 1) Visually impaired.
- 2) Take driver's license away from planners.
- 3) Bus shelters missing.
- 4) People have to walk too far to buses - should be maximum 3 blocks.
- 5) Bus stops should be closer to where people live.
- 6) Last SeaBus sometimes does not connect with last SkyTrain connecting with #106 at Edmonds.
- 7) Willingdon bus (#130) should be more direct (on Willingdon).
- 8) Use small buses.
- 9) Destination signs too hard to read.
- 10) Noise of diesel buses (inside and outside).
- 11) Too many driver breaks in middle routes.

Speaker #17:

- 1) Drivers should have first-aid ticket.
- 2) Bus drivers don't care about passengers.

Speaker #18:

- 1) Better School bus service for Burnaby North.

ATTACHMENT C

THE COUNCIL OF THE DISTRICT OF BURNABY
BRIEF TO THE VANCOUVER REGIONAL TRANSIT COMMISSION
ON THE 1990/91 ANNUAL SERVICE PLAN

1.0 INTRODUCTION

At its regular meeting of 1989 August 08, Council received correspondence from BC Transit requesting Council to review and comment on the following:

- (i) 1990/91 Annual Service Plan
- (ii) Municipal Requests for Transit Service

Subsequently, at its regular meeting of 1989 August 21, Council considered a staff report on the 1990/91 Annual Service Plan and referred the report to the Transportation Committee for review.

This report was considered by the Transportation Committee at its meeting of 1989 August 24. At the meeting, the Committee approved a process for reviewing the draft 1990/91 Annual Service Plan and submitting comments to Council.

This process envisioned the review of the Annual Service Plan to be undertaken over three meetings of the Committee as follows:

Transportation Committee - 1989 September 06

OBJECTIVES:

- (i) To outline the process for consideration of the 1990/91 Annual Service Plan.
- (ii) To receive a presentation on the 1990/91 Annual Service Plan from the Service Planning Manager for BC Transit.

Transportation Committee - 1989 September 15

OBJECTIVE: To review a draft brief to the Vancouver Regional Transit Commission on the 1990/91 Annual Service Plan.

Transportation Committee - 1989 October 05

- (i) To consider the final draft of a brief to the Vancouver Regional Transit Commission on the 1990/91 Annual Service Plan for consideration by Council on 1989 October 16.
- (ii) To consider a revised list of municipal transit requests for submission to Council on 1989 October 16 involving items beyond the 1990/91 Annual Service Plan.

Through this process, the Burnaby Transportation Committee and Council have had the opportunity to fully review the proposals in the 1990/91 Annual Service Plan and offer the comments to the Vancouver Regional Transit Commission as contained in this brief.

2. PLANNING CONTEXT

1.1 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 endeavoring to maintain and improve the integrity of residential neighborhoods."

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 evaluation of the service changes identified in the 1990/91 Annual Service Plan.

1.2 Transit Evaluation Criteria

At its meeting on 1989 September 06, the Transportation Committee received for information, a set of criteria for the evaluation of transit services. These criteria have also been applied in this review of the 1990/91 Annual Service Plan service proposals and include the following:

- (i) Transit Usage

Encouraging public transit as an attractive means of transportation is a policy of the Burnaby Transportation Plan. Following from this policy service additions and changes should be evaluated on the degree to which they will contribute to increased transit ridership.

- (ii) Impact on Transit Share

Another major policy of the Burnaby Transportation Plan is to lessen the dependence of the private automobile as a means of movement within the region and the municipality. The degree to which a service change causes a shift from private automobile travel to transit is therefore an important evaluation criterion for new transit services.

(iii) Facilitating Intra-Municipal Travel

Part of the goal for transportation planning in Burnaby is to facilitate the movement of people and goods within the municipality. Fulfilling this mandate requires that service changes recognize the need to connect major centres of activity within the municipality for work, shopping, recreation, etc. in Burnaby these activity centres include the major town centres (e.g. Metrotown, Lougheed, Brentwood) and the smaller centres (e.g. Municipal Administrative Centre, Burnaby Hospital).

(iv) Facilitating Inter-Municipal Travel

Transit services should also facilitate travel to destinations outside of the municipality, especially to major employment centres such as downtown Vancouver. The attractiveness of inter-municipal transit services in terms of speed and convenience, can have a beneficial impact on the transit share of total trips, especially during peak periods.

(v) Increase Service Coverage/Convenience

Access to bus service is essential to achieving the Municipality's goal of encouraging transit usage. The Burnaby Transportation Plan has established that all residential development in the municipality should have access to bus service within a maximum walking distance of 400 metres. On balance, new or revised bus services should reduce walking distances to transit. Increasing the penetration of transit into newly developed areas also enhances the convenience of transit.

(vi) Provide Direct Service

Transit service should take the most direct route possible between origin and destination. While some compromises are required to provide service coverage, circuitous routes should be avoided. Service which is not direct, reduces the attractiveness of transit in terms of speed and travel time relative to other modes.

(vii) Transference/Comfort

It is recognized that all travel desires of Burnaby residents cannot be accommodated by direct (i.e. no transfer) transit service. However, as transference is a major deterrent to transit use, service changes should be evaluated on the need to transfer to another route or mode and ease of transferring. If transference is required, service changes which can facilitate transferring include the development of off-street transit exchanges, bus shelters, timed transfer connections, etc.

(viii) Public Acceptance

Public acceptance of transit service changes can be subject to a wide range of factors relating to both the transit user and non-user. A routing change may be positive from the perspective of the transit user by providing a more accessible service but may be negative from the viewpoint of the resident living on a new bus route. Both perspectives must be considered in evaluating the public acceptance of a proposed service change.

(ix) Environmental Considerations

A policy in the Burnaby Transportation Plan supports the need for transportation programs designed to improve environmental quality and the livability of the municipality and region. On balance, transit service improvements are generally more benign in terms of community impact than road improvements. It should be recognized however that transit improvements may have some negative consequences. The impact on the overall environment and on individual communities is a major criterion for the evaluation of alternative transit modes or new service.

3. COMMENTS OF BURNABY COUNCIL ON THE 1990/91 ANNUAL SERVICE PLAN

The 1990/91 Annual Service Plan identifies two general areas for service changes in Burnaby as follows:

- (i) Implementation of the bus service changes identified in Phase II of the North Burnaby Transit Area Plan.
- (ii) Provision of increased SkyTrain service.

3.1 Bus Service Changes

The bus service changes proposed in Phase II of the North Burnaby Transit Area Plan focus on four major areas with respect to the Burnaby Transportation Plan.

3.1.1 Inter-Municipal Travel by Transit between Burnaby and Vancouver

(i) Service Changes

A key policy in the Burnaby Transportation Plan is to lessen the dependency of the private automobile as a means of movement within the region and the municipality. As approximately 40 per cent 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, the #120 Canada Way provides the only direct bus service from Burnaby to Vancouver. Other service options necessitate a transfer to the #10 Hastings Express or the #9 Broadway.

To provide more direct service to the Broadway corridor in Vancouver, the 1990/91 Annual Service Plan proposes to reroute the #120 Canada Way to operate express via Lougheed/Broadway to Vancouver (Figure 2). This service will replace the current #9 shuttle between Brentwood Town Centre and Boundary Loop.

(ii) Comments

Council does not view the #120 rerouting as an addition to service but as a reallocation of a direct service currently operating on the Brentwood/Willingdon/Hastings corridor to the Broadway corridor. Transit users on the former corridor will lose a direct connection to downtown Vancouver. To partly offset this loss, BC Transit proposes to allow transfers at Brentwood Town Centre from the rerouted #120 to the #151/152 Port Coquitlam Centre/Vancouver express services.

Council is concerned that the rerouting of the #120 removes direct service to downtown Vancouver for transit users in the Willingdon/Hastings area. The allowance for the #151 and #152 to pick-up at Brentwood does not compensate for this loss as these routes allow drop-offs only at Willingdon and Hastings and Kootenay Loop. As a result, transit users in the Willingdon/Hastings area will have to transfer at Kootenay Loop or Brentwood to access a downtown destined bus route. In addition, transit riders from New Westminster will not have a direct route to the Hastings Street commercial area.

In consideration of Phase I of the Transit Area Plan, Council identified the provision of more direct express service to Vancouver as a priority within the time frame of the Area Plan, namely 1989 to 1992. It also noted that the proposed service improvements in the Transit Area Plan do not meet the objective of substantially reducing the need to transfer.

In a submission to the Chairman of the Vancouver Regional Transit Commission on the North Burnaby Transit Area Plan, Council stressed that the objective of more direct express service could be realized through a restructuring of peak period bus services based on the local/express routing configuration.

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 pick-ups and drop-offs within a municipality and fast limited stop connections to Vancouver.

(iii) Future Action

The time frame for consideration of the Annual Service Plan will probably not permit inclusion of proposals for local/express service at this time. Council however, wish to reiterate its concern that discussions begin in the immediate future towards formulating plans in this area.

It is therefore proposed that BC Transit work with the Transportation Committee over the next year to develop proposals for more direct express bus services to be included in the 1991/92 Annual Service Plan.

To address the more immediate problem of increasing transference for downtown destined transit users in the Willingdon/Hastings area, it is proposed that pickups on the #151 and #152 routes be permitted on Hastings at Willingdon Avenue, at Gilmore Avenue and at Boundary Road inbound to Vancouver with drop-offs at these stops outbound from Vancouver.

3.1.2 Transit Movements within the Municipality

(i) Service Changes

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 1990/91 Annual Service Plan, a proposal which provides connections between major activity centres, is a plan to increase weekday off-peak service frequencies from 30 minutes to 15 minutes on the #130 Metrotown Station/Kootenay Loop route.

(ii) Comments

Council views the increased service frequency on the #130 Metrotown Station/Kootenay Loop as reinforcing the concept of intra-municipal travel by improving service between Brentwood Town Centre, BCIT, Burnaby Hospital and Metrotown. The rerouting of the #130 and the #144 SFU/Metrotown Station from McKay Avenue to Bonsor and Bennett Avenues undertaken in 1989 June, has raised the issue of inadequate transit service on McKay Avenue. In addition, at the public meeting held to discuss the 1990/91 Annual Service Plan, a petition was received from residents of the Bonsor Avenue area with regard to the increase in noise levels from diesel buses.

(iii) Council Action

The Transportation Committee of Council will be raising the issue of the #130 and #144 rerouting in the context of the proposed South Burnaby Transit Plan. It is proposed to review this rerouting in the context of an overall assessment of Metrotown bus service.

3.1.1.3 Service to Other Activity Centres in Burnaby

(I) Service Changes

Supplementing the major transit foci are secondary centres including the Municipal Hall Complex, the Hastings/Willingdon area, SFU and Edmonds Station. The 1990/91 Annual Service Plan focuses on improving transit service to SFU including the following:

#138 SFU/Brentwood (Figure 2)

A new peak period only route will be operated between SFU and Brentwood via Willingdon and Hastings with service every 30 minutes.

#135 Kootenay Loop (Figure 2)

Service levels on the #135 will be increased from every 30 minutes to every 15 minutes on Saturdays only and two trips per day will be extended to Phibbs Exchange in North Vancouver.

(II) Comments

Council notes that the introduction of the #138 SFU/Brentwood reinforces Brentwood as a major transit focus and would provide additional service along the Hastings Corridor to supplement the existing #135 SFU/Kootenay Loop. The increased service frequency on the #135 will also provide improved service on the Hastings Street corridor with connections to Vancouver express bus services (#10 Hastings Express/UBC) at Kootenay Loop.

(III) Council Action

These constitute relatively minor enhancements to service levels to SFU building upon the more significant service changes undertaken in Phase I. As SFU services for North Burnaby residents are improved by these proposals, Council is supportive of these changes.

3.1.1.4 Service Coverage

(I) Service Changes

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.

To improve service coverage to the Greystone area and Curtliss/Parker streets, the #136 Monteclito/Brentwood has been rerouted as part of Phase I service changes implemented in 1989 September (Figure 1). The 1990/91 Annual Service Plan will provide increased service frequencies on the #136 from 30 minutes to every 15 minutes during peak periods only.

(ii) Discussion

The increased service frequencies on the #136 will provide equivalent service to that available in other residential areas in Burnaby but Council is concerned about the removal of service from Kitchener Street to Parker/Curtis. Walking distance for transit users in the Kitchener Street area is significantly increased. This issue was raised at the public meeting in Burnaby on 1989 September 19 and in correspondence to the Municipality.

(iii) Council Action

The routing of the #136 via Parker/Curtis Streets instead of Kitchener Street should be reassessed to ensure adequate service coverage for residents of the Kitchener area. Council will be raising this issue for assessment in the Six Month Review Process conducted by BC Transit for the service changes implemented on 1989 September 04.

3.2 SkyTrain Service Changes

3.2.1 Service Changes

The 1990/91 Annual Service Plan marks the first full year of service on the SkyTrain (Phase II) extension to Scott Road. SkyTrain demand is expected to grow to 7,000 pphpd (passengers per hour per direction) by the fall of 1990 - an increase of 6.1 percent from 1990 February. To accommodate increased demand on the system, the Annual Service Plan notes that BC Rapid Transit Company will be implementing the following measures:

(i) System Capacity - the addition of 2 multiple units (each multiple unit represents two SkyTrain cars) to increase system capacity to 7,830 pphpd.

(ii) Short Turn Operations - the short turn track at Metrotown Station will commence operation in 1990 February with every second train short-turned at Metrotown back to Waterfront Station. Short turn operation is intended to maximize the capacity on the inner (western) section of the line from Metrotown to Waterfront Station.

Current SkyTrain capacity is 6,400 pphpd along the entire length of the line. With the introduction of short term operation in 1990 February, line capacity as shown below will change to 5,100 pphpd on the Scott Road to Metrotown section and 7,350 pphpd on the Metrotown to Waterfront section and in 1990 September to 5,220 pphpd and 7,830 pphpd respectively.

SKYTRAIN CAPACITY
(PASSENGERS PER HOUR PER DIRECTION)

Current	6,300	6,300
1990 February (Opening of Scott Road Station)	5,100	7,350
1990 September	5,200	7,830

3.2.2 Comments

Council recognizes that as a result of the service changes, riders in Burnaby using Edmonds and Royal Oak Stations will experience a reduction in service while those using Metrotown and Patterson Stations will have increased SkyTrain service. Council is concerned that the reduction in service could result in some increased crowding during peak periods on the Scott Road to Metrotown section of SkyTrain and that sufficient capacity should be available to accommodate demand.

On the positive side however, Council recognizes that the use of Metrotown as a terminus for every second SkyTrain will tend to raise the overall status of the town centre as a destination. Digital message signs on station platforms indicating the Metrotown terminus instead of New Westminster, will increase the profile of Metrotown station. It is likely that Metrotown and Patterson stations will attract additional park-ride and kiss-ride passengers due to the higher available capacity.

3.2.3 Council Action

Council supports the SkyTrain short-turning plan in principle, but it is proposed that BC Transit monitor the loading on the two sections of the SkyTrain line to ensure that service frequencies reflect demand and that passengers using stations east of Metrotown are not disadvantaged by the operational changes.

4.0 SUMMARY

The service changes proposed in the 1990/91 Annual Service Plan continue the process of restructuring bus routes initiated in September with the implementation of the North Burnaby Transit Area Plan, Phase I service changes. In total however, the service changes focus on rationalizing current services in North Burnaby rather than significantly increasing bus service. Under this approach, additions to bus service in some areas are balanced by reductions to bus service in other areas of the municipality. Revenue hours, as an indicator of the net increase in service, are projected to increase by 120 service hours as a result of the Plan. This is an increase of less than .1 percent over the estimated 177,900 service hours operated in North Burnaby in the 1989/90 BC Transit fiscal year.

One of the strategies in the 1990/91 Annual Service Plan to achieve the objective of increasing transit ridership by 4 percent involves the introduction of Area Plans which are more attractive to local residents. As the proposals in both Phase I and Phase II of the North Burnaby Transit Area Plan do not significantly increase overall bus service in the municipality, they would appear to be somewhat incompatible with this objective. From its review of the 1990/91 Annual Service Plan, Council has concluded that a fundamental restructuring of bus services in North Burnaby is required to significantly attract riders to the transit system. Council shares the view of the Vancouver Regional Transit Commission that the current transportation environment calls for a more active stance in pursuing transit ridership but believes that future Annual Service Plans as they relate to Burnaby need to take a bolder approach than either the 1989/90 or 1990/91 Annual Service Plan. Council is prepared to cooperate fully with the Transit Commission and BC Transit in assisting the transit system to attract more riders.

ATTACHMENT D

THE COUNCIL OF THE DISTRICT OF BURNABY
MUNICIPAL REQUESTS FOR TRANSIT SERVICE
FOR INCLUSION IN THE 1990/91 ANNUAL SERVICE PLAN

1.0 INTRODUCTION

As part of the Annual Service Plan review process, BC Transit regularly requests that the Municipality submit a list of municipal requests for transit service improvements. As a starting point for Council consideration, BC Transit, in a letter to Council 1989 July, provided a compilation of municipal requests from Burnaby over the past three years. The foregoing list of municipal requests is based on this compilation but includes additional requests suggested by the following:

- (i) A review of the 1990/91 Annual Service Plan by the Transportation Committee of Council.
- (ii) Previous statements by Council with respect to transit service in Burnaby.
- (iii) A review of previous years' municipal requests which were identified as outside the context of the Annual Service Plan process. Requests of this type have not been included in the compilation provided by BC Transit.
- (iv) Delegation and correspondence to Council and public comments received at Open Houses conducted by BC Transit.

Council has reviewed the list of municipal requests attached to the correspondence from BC Transit and transmits the requests outlined in Section 2, which follows, for inclusion in the 1990/1991 Annual Service Plan.

2.0 MUNICIPAL REQUESTS

The following list of municipal requests is comprised of proposals previously identified by BC Transit as within the context of the Annual Service Plan and others which by their nature or scope were identified by BC Transit as outside the context of the service planning process.

2.1 Proposals within the Context of the Service Plan

- (i) Provide more direct express bus service from Burnaby to downtown Vancouver

This proposal originated from Council's submission to the Vancouver Regional Transit Commission on the North Burnaby Transit Area Plan. Based on the BC Transit reply to this submission, Council has proposed that this issue be referred to the Transportation Committee for discussion with BC Transit staff in the context of the North Burnaby Transit Area Plan.

(ii) Allow pick-ups inbound to Vancouver and drop-offs outbound from Vancouver on the #151 and #152 bus routes on Hastings Street at Willingdon Avenue, at Gilmore Avenue and at Boundary Road.

This proposal would provide more direct service to downtown Vancouver from the North Burnaby area to address the loss of service resulting from the rerouting of the #120.

(iii) Develop South Burnaby/New Westminster Area Plan for implementation in the 1991/92 fiscal year

The development of an area plan for South Burnaby is required to resolve a number of transit issues in the South Burnaby Area. A current municipal request is to review the bus/SkyTrain integration plan and consider rerouting the #28 to Metrotown Station (instead of Joyce Station) and rerouting the #101 to Edmonds Station (instead of 22nd Street Station). These issues remain outstanding and should be resolved by a comprehensive review of bus service in the Metrotown Area. This review would also consider the issue of providing bus service on Grange Street and McKay Avenue.

(iv) Test smaller buses on South Slope routes

This request was included as a municipal request in previous Annual Service Plans as part of the South Burnaby Transit Area Plan. Council is aware that BC Transit is preparing a demonstration project.

(v) Extend the trolley overhead from Boundary Road via Lougheed Highway to Brentwood Town Centre

In its discussion of the submission to the Vancouver Regional Transit Commission on the North Burnaby Transit Area Plan, Council has indicated an intention to continue discussions with BC Transit to implement this project.

(vi) Assess transit routing required to improve access to Deer Lake Cultural/Arts Centre

This proposal was a condition of Council agreement to the North Burnaby Transit Area Plan. Council acknowledges that BC Transit has agreed to investigate options in conjunction with Burnaby staff but this should not be undertaken until plans for the Municipal Hall area are further advanced.

2.2 Other Municipal Requests

Excluded by BC Transit from the list of municipal requests in the 1990/91 Annual Service Plan are a number of municipal requests previously identified by BC Transit as outside the context of the Annual Service Plan. These were previously identified by Council as outstanding issues and include the following:

(i) The relocation of the N.E. Burnaby Fare Zone boundary to North Road

In its response to Council's submission on the North Burnaby Transit Area Plan, BC Transit has suggested that this issue be pursued separately. It is the intention of Council to continue discussions with BC Transit in order to resolve this policy issue separately outside of the Area Planning or Service Plan context.

(ii) **The development of longer term plans for transit to provide a context for the Annual Service Plan**

A draft Five Year Transit Plan has apparently been received by the Vancouver Regional Transit Commission but has not been forwarded for municipal review and comment. In Council's view, a long range plan is essential to provide a context for the consideration of Annual Service Plans.

(iii) **The identification of future SkyTrain extensions**

The timing of future rapid transit including the SkyTrain extensions has been outlined by the recent Provincial announcement of a comprehensive transit program for Greater Vancouver. Council welcomes this Provincial commitment to transit in Greater Vancouver and implementation of the SkyTrain extension to Lougheed Town Centre by 1995. In view of the accelerated growth in the N.E. Sector, it is Council's view, however, that the SkyTrain should be extended to Coquitlam Centre at the earliest possible time, possibly by 1995.

(iv) **Consideration of commuter rail between the N.E. Sector and Vancouver**

Commuter rail between Port Coquitlam and downtown Vancouver was dropped from consideration in the Greater Vancouver Transportation Task Force Report and replaced in the recent Provincial announcement by a waterborne service. Council however, is not convinced as to the feasibility of a waterborne service. In addition, the timing of better alternatives to commuter rail, such as the SkyTrain extension to Coquitlam Centre, is too far in the future to satisfy the more immediate transportation needs of the N.E. Sector area.

(v) **The use of innovative transit vehicles**

BC Transit consideration of smaller buses for South Slope area routes and recent proposals for water borne transit in Burrard Inlet appears to indicate a willingness to consider the use of less conventional transit vehicles.

3.0 PROCESS FOR REVIEWING MUNICIPAL REQUESTS

In the context of Council's review of the North Burnaby Transit Area Plan, BC Transit has agreed to discuss transit matters in the municipality with the Transportation Committee of Council. These discussions will include three major areas, namely the North Burnaby Transit Area Plan, Phases II and III, the forthcoming South Burnaby Transit Area Plan and the 1991/92 Annual Service Plan. It is intended that municipal consideration of these plans be initiated at an earlier stage in order to permit a more productive review.