

ITEM 15  
MANAGER'S REPORT NO. 45  
COUNCIL MEETING 89/06/26

RE: REROUTING IN METROTOWN OF THE NO. 130 AND NO. 144 BUS ROUTES  
MUNICIPAL MANAGER'S RECOMMENDATION:

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

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TO: MUNICIPAL MANAGER  
1989 June 21

FROM: DIRECTOR PLANNING &  
BUILDING INSPECTION  
Our File: 08.211

SUBJECT: REROUTING IN METROTOWN OF THE #130 AND #144 BUS ROUTES

PURPOSE: To review the BC Transit proposal to reroute the #130 and #144 bus routes in the Metrotown area.

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RECOMMENDATION:

1. THAT staff monitor the impact of the proposed rerouting of the #130 and #144 and report back to Council in six months.

R E P O R T

1.0 BACKGROUND

At its regular meeting of 1989 March 06, Council considered a report regarding proposed transit service improvements in Burnaby. This report addressed the new bus routes proposed in the North Burnaby Transit Area Plan in addition to a proposed rerouting of the #130 Metrotown Station/Kootenay Loop and the #144 Metrotown Station/SFU in the Metrotown area. The #130 Metrotown Station/Kootenay Loop and the #144 Metrotown Station/SFU currently operate to and from the Metrotown Station via Kingsway (between Nelson and McKay Avenues), McKay and Central Boulevard. As shown in Figure 1 (attached), these routes would be rerouted via Nelson Avenue, Bennett and Central Boulevard. Council tabled this report to the 1989 March 20 meeting.

At its regular meeting of 1989 March 20, Council lifted Item #7, Manager's Report No. 18 and adopted the following recommendations:

- "(1) THAT Council receive the "draft" 1989-1992 North Burnaby Transit Area plan prepared by B.C. 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.
- (3) THAT Council approve in principle the proposed rerouting in Metrotown of the #130 Metrotown/Kootenay Loop and the #144 Metrotown/S.F.U. routes.
- (4) THAT B.C. Transit be sent a copy of the report."

Subsequently, at the regular meeting of 1989 June 19, Council raised the matter of the Metrotown bus route changes and directed that BC Transit be asked to delay implementing the rerouting of the #130 and #144 until staff can respond to the proposed change to Council.

This report is written in response to Council's direction.

## 2.0 REVIEW OF THE #130 AND #144 REROUTING

### 2.1 Schedule Reliability

BC Transit has proposed the rerouting to improve schedule reliability by shortening the route and eliminating delays which have been encountered on Kingsway. The rerouting eliminates the somewhat circuitous routing of the #130 via Bond, Nelson and Kingsway to Metrotown. In addition, buses on the Kingsway corridor experience delay from traffic on Kingsway and left turns at the Kingsway/Nelson and Kingsway/McKay intersections.

As these delays would not be encountered on Nelson, Bennett and Bonsor, the rerouting would thus provide faster, more direct service to Metrotown for transit riders from the North Burnaby area.

### 2.2 Transit Accessibility

From the Municipality's perspective, the major consideration in evaluating the rerouting is its impact on accessibility to activity areas in Metrotown. Currently the major centres of activity in Metrotown are the department stores, supermarkets, Bonsor Recreational Centre, medical/dental buildings and the theatres.

The rerouting clearly provides better access to the Bonsor Recreational Centre and the medical/dental buildings on Nelson Avenue. Access to these facilities for North Burnaby residents previously involved long walking distances or inconvenient transfers. Access to most department stores is also improved by the rerouting as these stores tend to be sited to the middle or south end of the Metrotown development with entrances more closely oriented to Central Boulevard.

Under the revised routing access to stores by transit on Kingsway however is less direct but "no wait" transfer connections to the Kingsway area can be made from the #130 and #144 routes to the #106, #110 and #111 routes which do directly serve Kingsway. The Save-On Foods store is slightly closer to McKay Avenue (via the previous routing) than the Metrotown transit exchange but the difference in walking distance is relatively small.

In summary, while the rerouting reduces access to Kingsway stores between Nelson Avenue and McKay Avenue it provides better access to most of the Metrotown development, the Bonsor Recreational Centre and the medical/dental buildings on Nelson Avenue. The orientation of Metrotown development to the south and east sides of the site and the parking lots fronting on Kingsway emphasize Central Boulevard as a more convenient access point to Metrotown than Kingsway. The rerouting recognizes this development pattern by reorienting the #130 and #144 from Kingsway to Central Boulevard.

Analysis of the proposed rerouting of the #130 and #144 in Metrotown indicates that the rerouting will provide a faster, more direct service and improved service coverage in Metrotown. The new routing will eliminate delays associated with traffic on Kingsway and the current circuitous routing of the #130. Further, with the minor exception of Save-On Foods and the loss of access to one stop on Kingsway, it is the opinion of staff the rerouting will improve service coverage to the major facilities within Metrotown. In addition it should be noted that service will continue to be provided to all the existing bus stops on Kingsway by the #106, #110 and #111.

### 3.0 IMPLEMENTATION OF THE CHANGES

Notwithstanding the above, staff have made contact with BC Transit about the possibility of delaying the implementation of the rerouting of the #130 and #144 to allow time for staff to report back to Council.

BC Transit has advised that preparations have been implemented which, if revoked at this late date, would cause significant confusion and disruption within the operating functions of BC Transit. As such, BC Transit was unable to agree to a delay in the implementation of the routing changes effective 1989 June 26.

Given our review of the present situation, any remaining concerns with the rerouting could be addressed through monitoring and review of the service changes after say, six months. At that time, there would be the opportunity to request changes to the rerouting if desired.

A review of the process followed in this instance has indicated that Council's "approval in principle" was inadvertently interpreted as specific authorization to proceed with implementation and commencement of the changed rerouting service. Staff would confirm that the intent of this "approval in principle" was to allow for a refinement of the concept with BC Transit prior to obtaining specific authority to implement the desired change.

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As previously indicated to Council, the Transportation Committee will be addressing a number of matters relating to transit. One of the areas that will be included is a more clearly defined process for reviewing and approving proposed transit plans.

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A.L. Parr  
DIRECTOR PLANNING &  
BUILDING INSPECTION



RG/mcb  
Attachs:



