

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

MUNICIPAL MANAGER'S RECOMMENDATION:

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

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TO: MUNICIPAL MANAGER 1989 May 26
FROM: DIRECTOR PLANNING & BUILDING INSPECTION Our File: 08.211

SUBJECT: NORTH BURNABY TRANSIT AREA PLAN - COUNCIL SUBMISSION
TO THE VANCOUVER REGIONAL TRANSIT COMMISSION

PURPOSE: To seek Council approval for a submission to the Vancouver Regional Transit Commission on the North Burnaby Transit Area Plan.

RECOMMENDATION:

1. THAT the amended submission on the North Burnaby Transit Area Plan in Attachment A of this report be forwarded to the Vancouver Regional Transit Commission.
2. THAT a copy of this report be forwarded to the Transportation Committee for information purposes.

R E P O R T

At its regular meeting of 1989 May 15, Council received a report from the Director Planning & Building Inspection seeking approval for a submission to the Vancouver Regional Transit Commission on the North Burnaby Transit Area Plan. Council subsequently approved the following Motion:

- "1. THAT Item #14, Municipal Manager's Report No. 36, 1989 May 15, be tabled until the regular Council meeting of 1989 May 23 to receive public input."

At its regular meeting of 1989 May 23, Council lifted this Item from the table. Arising from the discussion, the following Motion was adopted:

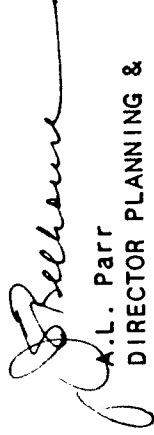
"THAT Item #14, Municipal Manager's Report No. 36, 1989 May 15 be AMENDED as follows:

1. to emphasize Council's support for those portions of the plan that are supportive of Burnaby's Transportation Policies and Plan;

2. to highlight minor amendments to various routes throughout Burnaby and express Council's uncertainty as to the positive or negative impact of these changes, and to request more details prior to implementation; and
3. to express Council's strong concern and unhappiness with the outstanding issues as yet unaddressed by BC Transit;

AND FURTHER that these amendments be brought forward at the 1989 May 29 regular Council Meeting for Council's consideration."

Attachment A provides an amended submission to the Vancouver Regional Transit Commission for Council's consideration.



A.L. Parr
DIRECTOR PLANNING &
BUILDING INSPECTION

RG/mcb
Attach:

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

ITEM	Suppl.	9
MANAGER'S REPORT NO.		40
COUNCIL MEETING		89/05/29

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 as a 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 Section 4.0 of this submission to forward to the Vancouver Regional Transit Commission as its response to the North Burnaby Transit Area Plan.

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.

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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 I 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 improved through new direct services to Coquitiam 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 improve transit access 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 however 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 considered for 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 trolley extension from Boundary Loop via Lougheed Highway to Brentwood Town Centre would not eliminate the need for North Burnaby residents to transfer to the #9 Broadway, it moves the transfer point from Vancouver i.e. Boundary Loop, to a major focal point and commercial centre in Burnaby i.e. Brentwood Town Centre. 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 peak period intra-municipal travel by transit in North Burnaby.

As the fare zone boundary is incompatible with the objectives of the Burnaby Transportation Plan, there is a need to address this issue in the context of the area plan process.

4.0 RECOMMENDATIONS

In summary, Council recognizes that the proposals 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 which include the following:

- (i) the provision of 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.

In considering these transit improvements Council also wishes to emphasize its continuing uncertainty regarding the ultimate benefits of the proposed service changes. Assumptions regarding the positive impacts of previous plans have proved somewhat unreliable as these plans have often been followed by a large number of complaints. Therefore, while supporting these improvements in general, Council recognizes that minor changes may be required to address specific routing issues arising from public input on the Transit Area Plan. It is expected that BC Transit will work closely with Burnaby municipal staff to resolve these issues during the implementation phase prior to 1989 September.

Council would also like to highlight 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 required to implement 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 study of the costs and benefits of the trolley overhead extension from Boundary Road via Lougheed Highway to Brentwood Town Centre
 - (iii) in conjunction with Burnaby staff, to assess the transit routing and road measures required to provide improved 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
 - (v) to develop a more responsive process to address transit issues in the municipality.
- With regard to Item (v), Council wishes to express its displeasure with the general lack of response to concerns expressed by the Municipality to BC Transit and by the citizens of Burnaby to Council. Indicative of this unresponsiveness are issues outside the scope of the North Burnaby Transit Area Plan which were raised in a previous memorandum of 1989 March 21 to the Commission to which Council has not yet received a reply. These 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.

The lack of response to these issues underlines Council's continuing dissatisfaction with the current process for local government and citizen review of transit services. As this situation appears to be attributable to the nature of BC Transit as a non-local agency, it adds further support to the need for the more locally autonomous and accountable transit organization currently being pursued by the Vancouver Regional Transit Commission.

