

REPORT
Regular Council Meeting
1990 November 19

THE CORPORATION OF THE DISTRICT OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRANSPORTATION DIVISION)

HIS WORSHIP, THE MAYOR
AND ALDERMEN

REPORT OF THE TRANSPORTATION DIVISION

A. BC TRANSIT ANNUAL SERVICE PLAN 1991/92

RECOMMENDATIONS:

1. THAT Council approve the attached brief (Attachment C) in response to BC Transit's request for comments on the 1991/92 Annual Service Plan.
2. THAT Council direct staff to assist BC Transit in the implementation of the service changes proposed in the Annual Service Plan.
3. THAT a copy of Attachment C be forwarded to the Chairman of the Vancouver Regional Transit Commission.

R E P O R T

The Traffic and Transportation Committee (Transportation Division), at its meeting held on 1990 October 25 received the following report regarding the B.C. Transit Annual Service Plan 1991/92 from the Director Planning and Building Inspection:

"1.0 BACKGROUND

At its regular meeting of 1990 October 01, Council received correspondence from BC Transit transmitting a copy of the 1991/92 Annual Service Plan draft report for review and comments. Council subsequently reviewed this correspondence and draft report and directed staff to provide Council with information regarding any projected fare increases for the 1991/92 fiscal year.

The review process developed by BC Transit provides the opportunity for the Municipality to submit a list of municipal requests for transit service and for public input at a series of public meetings held throughout the Greater Vancouver Region. With regard to the former, Council at its regular meeting of 1990 July 16 approved a list of municipal requests to transmit to BC Transit (Attachment A).

This report provides an evaluation of the 1991/92 Annual Service Plan relative to the transit policies in the Burnaby Conceptual Transportation Plan and transit evaluation criteria approved by the Traffic and Transportation Committee (Transportation Division). A brief to the Vancouver Regional Transit Commission summarizing Council's comments on the Annual Service Plan is provided for Council consideration in Attachment C.

INTERNAL DISTRIBUTION:

- : - AGENDA - 1990 NOVEMBER 19
- : - COPY - MUNICIPAL MANAGER
- DIRECTOR ENGINEERING
- DIRECTOR PLANNING & BUILDING INSPECTION

2.0 ANNUAL SERVICE PLAN 1991/92

The purpose of the Annual Service Plan is to outline a base level of service and to identify service changes for the fiscal year 1991/92 as a prerequisite to the development of a detailed operating budget.

The proposals for service changes in the 1991/92 Annual Service Plan are primarily concerned with implementation of the Phase II and Phase III service changes proposed in the North Burnaby Transit Area Plan undertaken in 1989 and covering the period from 1989-1992. These improvements would be implemented in 1991 July and 1991 September, as follows:

July 1991 Service Improvements

i) #120 New Westminster Station/Vancouver

The section of the #120 route north of Brentwood Town Centre will be re-routed to operate express along Lougheed/Broadway to downtown Vancouver via the Cambie Street Bridge. It will replace the #9 diesel shuttle between Brentwood Town Centre and Boundary Loop, and respond to passenger demand for a direct service along Broadway from Burnaby. In response to Council's concerns about the termination of the service in the Broadway area, BC Transit extended the route to downtown Vancouver. In conjunction with this service change, the #151/152 Port Coquitlam/Vancouver services will be allowed to pick up at Brentwood Town Centre to replace the loss of service from the #120 in the Willingdon/Hastings corridor.

ii) #139 Burnaby Heights Routing Consolidation

There are currently three short infrequent routes serving the Burnaby Heights neighbourhood, namely the #139, #140 and #141. In order to eliminate the confusion to users and improve service levels, it is proposed to combine the three routes in one, more frequent service.

September 1991 Service Improvements

i) #138 SFU/Brentwood Town Centre

This new service to be operated between Brentwood Town Centre and Lougheed Town Centre was originally planned to be implemented in 1990. Service will be provided every 30 minutes during peak periods only.

ii) Increased Service Frequencies

Service frequencies on the #134 operating between Lougheed Town Centre and Kootenay Loop and the #144 SFU/Metrotown Station will be increased. Peak period service frequencies on the Montecito to Kootenay Loop section of the #134 will increase from the current 30 minutes to 15 minutes. Base period service on the #144 will also be increased from 60 minutes to 30 minutes.

Service improvements for South Burnaby will be undertaken as part of the South Burnaby Transit Area Plan. Work on this Plan is expected to begin this year for implementation in the 1992/93 Annual Service Plan. Staff have noted transit service to the Burnaby 2000 school as a key issue to be addressed in the South Burnaby Transit Area Plan.

3.0 PUBLIC MEETINGS

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 1990 June 19 and was one of the most well attended of the series, attracting a total of 42 persons.

A summary of the comments provided by each of the 17 speakers is provided in Attachment B. The most frequent comments related to the following issues:

- i) SkyTrain Extension to Coquitlam - comments with regard to a possible routing through the Edmonds area.
- ii) Barnet/Hastings People Moving Project - comments related to the effectiveness of HOV (High Occupancy Vehicle) lanes.
- iii) Hastings Trolley Extension to SFU - comments about need, timing.
- iv) North Burnaby's Services - comments regarding Burnaby Heights services and the need for consolidation, smaller buses, connections to Brentwood Town Centre.

4.0 SUMMARY

The Traffic & Transportation Committee has reviewed proposals for bus service improvements in the 1991/92 Annual Service Plan at its regular meetings in 1990 May and June. Subsequently in 1990 July the Committee approved a list of municipal requests for transit service improvements to be forwarded to BC Transit. In addition a public meeting was held by BC Transit to receive public input. As a result of this process the brief in Attachment C has been developed as Council's response to the Vancouver Regional Transit Commission on the 1991/92 Annual Service Plan and it is recommended that the Committee approve this attachment."

Respectfully submitted,

Alderman J. Young
Chairman

Alderman R.G. Begin
Member

Alderman L.A. Rankin
Member

ATTACHMENT A

1991/92 B.C. TRANSIT ANNUAL SERVICE PLANMUNICIPAL SUGGESTIONS FOR SERVICE IMPROVEMENTSAS APPROVED BY COUNCIL 1990 JULY 16

1. Provide more direct express bus service from north Burnaby to downtown Vancouver.

This proposal originated from Council's submission to the Vancouver Regional Transit Commission on the North Burnaby Transit Area Plan. It is suggested that this be addressed through consideration of allowing boarding inbound to Vancouver and discharge outbound from Vancouver at major stops on the Express (not Super Express) bus services to be implemented in conjunction with the Barnet/Hastings project.

2. Extend the trolley overhead from Kootenay Loop to S.F.U. via the Hastings/Gagliardi Connector.

Development of the Hastings/Gagliardi Connector permits an extension of trolley network to S.F.U. a more logical destination than would the former proposal terminating in the Inlet Drive area. Implementation will also require further development of the Burnaby Transit Centre to accommodate trolley buses.

3. implement Phase III of the North Burnaby Transit Area Plan.

Phase II of the North Burnaby Transit Area Plan comprising the #120 rerouting, the new #138 S.F.U./Brentwood Mall and service frequency enhancements will be implemented in stages up to 1991 March 31. Service improvement for Phase III of the Transit Area Plan, implemented through the 1991/92 Annual Service Plan, should include the following:

- (I) consolidation of Burnaby Heights transit routes to increase service effectiveness and access to Hastings commercial area;
- (II) consideration of small buses for Burnaby Heights routes to reflect lower ridership and operation on local residential streets;
- (III) reinstate service on Sperling Avenue between Curtis Street and Hastings to provide access to Hastings Street commercial area and connections to Hastings transit services;
- (IV) provide connection between Brentwood Town Centre and new office park areas including Discovery Park.

4. Develop South Burnaby/New Westminster Area Plan for implementation in the 1991 to 1993 fiscal years.

The development of an area plan for South Burnaby is required to resolve a number of transit issues in the area and should include the following proposals:

- (I) reroute the #28 Joyce Station to Metrotown Station via McKay Avenue;
- (II) reroute the #101 to Edmonds Station (instead of 22nd Street Station) in conjunction with the development of Edmonds Town Centre as the headquarters for B.C. Hydro;
- (III) provide bus service on Grange Street to better serve this high density residential area. Extension of #144 via Grange Street and McKay Avenue is an option;

- (iv) provide transit service to the western section of the Big Bend area possibly through extension of a South Slope route;
 - (v) introduce service on Royal Oak Avenue between Gilpin Street and Imperial Street to serve the Oakalla Lands redevelopment. The new Royal Oak Realignment project is designed to accommodate transit;
 - (vi) use smaller buses on South Slope routes.
 - (vii) revise internal routing within Metrotown to ensure better coverage of commercial/office areas.
5. 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 a need to continue discussions with B.C. Transit to implement this project. A Broadway trolley extension would provide direct service between Brentwood Town Centre, the Broadway core area and U.B.C., and should be pursued.

6. Assess transit changes required to improve access to Municipal Hall area.
- This proposal was a condition of Council agreement to the North Burnaby Transit Area Plan. Council acknowledged that B.C. Transit has agreed to investigate options in conjunction with Burnaby staff. With the advancement of plans for the Municipal Hall area including the Burnaby Arts Centre and the Museum, there is a need to assess the current location of the bus loop and transit routing in the Municipal Hall area.

7. The relocation of the N.E. Burnaby Fare Zone boundary to North Road.
- In its original response to Council's submission on the North Burnaby Transit Area Plan in 1990 October, B.C. Transit has suggested that this issue be pursued separately. It is the intention of Council to continue discussions with B.C. Transit in order to resolve this policy issue.

1991/92 ANNUAL SERVICE PLAN
AND FIVE YEAR PLAN

PUBLIC MEETING: BURNABY AND NEW WESTMINSTER

Date: June 19, 1990

Attendance: 42 Persons

Speaker #1 - Steve Mancinelli

- need to extend trolley bus service to Inlet and Ridge
- need bicycle lockers
- need reduced rates for families on weekends
- too much concentration on SkyTrain and not enough on North Burnaby

Speaker #2 - Robert Tarplett

- five year plan should include rapid transit extension to airport when Richmond line is built, similar to U.K.
- HOV lanes should be restricted to a minimum 10 persons per vehicle
- encourage more park & ride, e.g. Metrotown Station
- single zone fare system, \$1.50 cash fare, \$50 per month
- North Vancouver route #240 and 246; #246 should not be diverted to Park Royal at night, but continue downtown

Speaker #3 - Claude Brunnelle

- allow bicycles on SkyTrain; especially weekends with a special car
- extend SkyTrain service to 0200-0300 on Saturday
- what are the effects of moving Kootenay Loop to PNE site?

Speaker #4 - Bob Howie

- supports proposed routing of #120 from Hastings to Burnaby; should be implemented by April 1, 1991
- supports proposed #147/148 service increase on Sunday and holidays
- supports proposed PNE Exchange to replace Kootenay Loop

Speaker #5 - Kevin McBride

- frequent SkyTrain user; after 1700 difficult to contact BC Transit on SkyTrain if problems arise
- legally blind, would like more service; new wheelchair lifts do not respond to needs of all disabled persons and elderly
- new buses have uncomfortable seats and no grip handles
- Service Plan does not mention expansion of handyDART service
- would like washrooms at new SkyTrain stations

Speaker #6 - Steven Montgomery

- need more express buses during peak hours; not just from suburban areas, but within Vancouver
- when are the HOV lanes scheduled for implementation?
- need better communication and clearer messages when SkyTrain breaks down

Speaker #7 - Mr. Mabet

- lives at Oxford and Gilmore
- #140 route change has increased service, but has low ridership; big buses are noisy and underused
- #139 should operate to Brentwood
- are HOV lanes to be built in residential areas; impact on intersections and has Vancouver approved plan?
- does not agree that park & ride lots are needed in Burnaby along SkyTrain line
- notes lack of entry points from Burnaby to Vancouver - limited to Marine Way, Kingsway and Hastings

Speaker #8 - Bev Calder

- what is the proposed SkyTrain extension alignment to Lougheed Mall?

Speaker #9 - Harvey Elder

- diagrams suggest Edmonds alignment is preferred
- favours extension to King Edward Station

- look at outer ring from King Edward park & ride; New Westminster to Airport/Richmond
- favours a waterfront road
- busway in Ottawa is efficient
- there should be better communication on SkyTrain
- ideal Arbutus system is underground, tie into outer ring
- Marpole line not enough density

Speaker #10 - Steven Montgomery

- How many buses use alternative fuels?

Speaker #11 - Steve Mancinelli

- does move from Kootenay Loop to PNE exchange preclude trolley extension?

Speaker #12 - Doug Porter

- lives one block from SkyTrain and does not support idea of extending SkyTrain hours due to noise
- what is the availability of a bicycle route along old inter-urban line?

Speaker #13 - Mayor W. Copeland

- recognized Alderman Jim Young, Chairman of Road and Traffic Committee, and Alderman Joan Sawicki, Ecology and Recycling Committee
- SkyTrain accessibility, passarelle at Metrotown Station is difficult for wheelchairs; need elevator
- will SkyTrain be extended to Coquitlam Centre?
- supports separate line to Coquitlam
- commuter rail; price was prohibitive
- HOV lanes along Barnet not beneficial to Burnaby
- waterfront roadway feasibility should be studied

Speaker #14 - John Oldham

- Vancouver resident
- are there any improvements to Forest Grove service; also area east of Duthie, Montecito?

- private company in Squamish can build SkyTrain cars

Speaker #15 - Bob Howie

- Burnaby Heights routes (#139/140/141) should be consolidated as proposed
- improve service to Queensboro and Annacis Island as proposed
- improve service in Cariboo, East Burnaby area as proposed

Speaker #16 - Steve Mancinelli

- will small buses be propane powered?

Speaker #17 - John Oldham

- what are problems with expanding trolleys into Burnaby?

ATTACHMENT C

THE COUNCIL OF THE DISTRICT OF BURNABY
BRIEF TO THE VANCOUVER REGIONAL TRANSIT COMMISSION

ON THE
1991/92 ANNUAL SERVICE PLAN

1.0 INTRODUCTION

At its regular meeting of 1990 October 01, Council received correspondence from BC Transit requesting Council to review and comment on the 1991/92 Annual Service Plan. This report was considered by the Traffic and Transportation Committee (Transportation Division) at its meeting of 1990 October 25. Through this process Council has had the opportunity to fully review the proposals in the 1991/92 Annual Service Plan and offer the comments to the Vancouver Regional Transit Commission as contained in this brief.

2.0 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 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 evaluation of the service changes identified in the 1991/92 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 1991/92 Annual Service Plan service proposals and include the following:

(I) Transit Usage

Encourage 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 transferring 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 transferring 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.

3.0 COMMENTS OF BURNABY COUNCIL ON THE 1991/92 ANNUAL SERVICE PLAN

The 1991/92 Annual Service Plan identifies two general areas for service changes in Burnaby as follows:

(i) Implementation of the bus service changes identified in Phases ii and iii 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.

To provide more direct service to the Broadway corridor in Vancouver, the 1991/92 Annual Service Plan proposes to implement the rerouting of 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

In consideration 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 Are 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.

In this regard BC Transit has responded to the need to maintain and improve direct bus services to downtown Vancouver as follows:

- (I) by extending the proposed routing of the #120 to downtown Vancouver via the Cambie Bridge instead of terminating it in the Broadway area
- (II) by moving towards support for an extension of the trolley system to SFU via the Hastings/Gagliardi Connector
- (III) by permitting pick-ups inbound and drop-offs outbound on the #151/152 services at Brentwood Town Centre.

Council is pleased to note the progress towards the objective of more direct service from North Burnaby and looks forward to further advances in this area in the future.

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 Town Centre and Lougheed Town Centre, as well as New Westminster.

In the 1991/92 Annual Service Plan, a proposal which supports connections between major activity centres, is a plan to increase weekday peak service frequencies from 30 minutes to 15 minutes on the #134 Lougheed Town Centre/Kootenay Loop and the #144 SFU/Metrotown Station.

(II) Comments

Council views the increased service frequency on the #134 Lougheed Town Centre/Kootenay Loop as reinforcing the concept of intra-municipal travel by improving service between Lougheed Town Centre, SFU and Metrotown. The improved levels of service on the #144 also raise the service between SFU and Metrotown to the off peak service linking other major activity centres in Burnaby.

3.1.3 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 1991/92 Annual Service Plan focuses on improving transit service to SFU including the following:

#138 SFU/Brentwood

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

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 Town Centre as a major transit focus and would provide additional service along the Hastings Corridor to supplement the existing #135 SFU/Kootenay Loop. The increase in 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. As SFU services for North Burnaby residents are improved by these proposals Council is supportive of these changes. Council also notes however that both of these improvements were identified in the 1990/91 Annual Service Plan and not implemented.

Council would like to emphasize the need for BC Transit to adhere to its own timing for implementation of service changes in the Annual Service Plan.

3.1.4. 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.

ii) Comments

Council supports the route consolidation of the #139 and #140 bus routes operating in the Burnaby Heights area. Proposals to revise these routes however, should take into account the need to connect to Brentwood Town Centre, provide increased service frequencies and maintain access to the Hastings commercial area.

4.0 SUMMARY

Council supports the objectives of the Annual Service Plan 1991/92 in adopting a proactive approach towards its role in addressing transportation and associated environmental problems. The addition of 8,900 service hours to the bus system in Burnaby/New Westminister represents a significant enhancement to the transit service levels in the municipality. Council however would like to emphasize its expectation that the proposed service changes be implemented in the 1991/92 Provincial fiscal year. As there is substantial unanimity between the Municipality and BC Transit on the proposals, there should be few obstacles to delay implementation of the 1991/92 service improvements.

The 1991/92 Annual Service Plan is the final phase of implementation of the North Burnaby Transit Area Plan. In its submission to the Vancouver Regional Transit Commission in 1989 June on the Transit Area Plan, Council noted that its approval of the Area Plan was conditional on agreement by the Commission to the following:

- (i) to develop proposals for more direct express bus services from North Burnaby 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 Loughheed 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 Town Centre Transit Exchange
- (v) to develop a more responsive process to address transit issues in the municipality.

As previously noted with respect to Item 1, more direct bus service to Vancouver, some progress has been made on the issues of the #120 rerouting, the #151/152 stopping policy and the Hastings trolley extension into Burnaby. Further advances in this area could involve consideration of the stopping policy for the Coquitlan bus services operating on Barnet Highway and Hastings Street.

Similarly with regard to the need for improved transit service to the Deer Lake Administrative and Cultural Area, BC Transit is considering proposals from Burnaby staff to address this problem. Further, Council has also noted a willingness from BC Transit staff to assess potential revisions to the fare system to resolve the fare zone boundary issue.

Despite the improvements to the #120 to provide a more direct diesel service from Brentwood Town Centre via Broadway, however there is a continued need to extend the trolley system from Boundary Loop to Brentwood Town Centre. This extension recognizes the continued development of the town centre as a major destination in Burnaby and the upgrading of the Lougheed Highway to a more urban arterial design standard.

Finally, Council would like to recognize that the progress on these issues is largely due to a more responsive attitude from BC Transit in discussing these issues in the more informal venue of the Traffic and Transportation Committee (Transportation Division).