

THE CORPORATION OF THE DISTRICT OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE

HIS WORSHIP, THE MAYOR
AND ALDERMEN

Madam/Gentlemen:

REPORT OF THE TRAFFIC AND TRANSPORTATION COMMITTEE
RE: #140 KOOTENAY LOOP/BURNABY HEIGHTS REROUTING

RECOMMENDATION:

1. THAT Council approve the proposed rerouting of the #140/141 Kootenay Loop.
2. THAT Council direct staff to monitor the #140/141 rerouting and bring forward a report for Council consideration in 1990 May after the temporary reopening of the Skeena Tunnel.
3. THAT Council approve the installation of bus stops on Boundary Road at Albert Street, Triumph Street and Oxford Street, as shown in Figure 6.

R E P O R T

1.0 INTRODUCTION

On 1989 December 12 staff received formal notification by correspondence from BC Transit (see Attachment "A") of their desire to reroute the #140 bus route. The #140 currently operates between Kootenay Loop and Eton and Renfrew Streets in Vancouver via Hastings Street, Gilmore Avenue, Eton Street, Cambridge Street, Wall Street and McGill Street (Figure 1 attached). In the west-bound direction the #140 uses the Skeena Tunnel to underpass the approaches to the Second Narrows Bridge and in the eastbound direction to Burnaby the route uses the Cambridge Overpass.

As the construction of the Cassiar Connector will result in the closure of the Skeena Tunnel and the demolition of the Cambridge Overpass, BC Transit, in conjunction with the North Burnaby Transit Area Plan, had planned to replace the #140 in 1991 September with the #131 which would operate between Kootenay Loop and Brentwood Mall. Figure 2 attached shows the proposed #131 routing in Burnaby Heights.

The discontinuation of the #140 however, has been advanced to 1990 February 05 due to a change in the construction schedule for the Cassiar Connector. The Ministry of Transportation and Highways has notified the City of Vancouver and BC Transit that the closure of the Skeena Tunnel will be effected in mid-February and the Tunnel will be reopened in 1990 May after completion of a specific sub-project of the Cassiar Connector.

BC Transit therefore proposes to introduce a revised route for the #140 which would not require the use of the Skeena Tunnel. This revised routing would be retained until replaced by the upgraded #131 service in 1991 September.

INTERNAL DISTRIBUTION:

: - AGENDA 1990 January 22
: - COPY - MUNICIPAL MANAGER
 - DIRECTOR PLANNING & BLDG. INSP.

Council considered a report from the Director Planning & Building Inspection at its regular meeting of 1989 December 13 and referred this report to the Traffic and Transportation Committee. The Committee considered this report at its meeting of 1990 January 16.

The following sections outline, for the consideration of Council, the BC Transit proposal and its implications for Burnaby.

2.0 #140/141 ROUTE CHARACTERISTICS

2.1 Route Configuration

The revised routing of the #140/141 is shown in Figures 3 and 4 attached. It is proposed that the #140 would operate on a loop from Kootenay Loop via Hastings Street, Boundary Road and Cambridge Street to a temporary turnaround to be constructed at Cambridge Street and Skeena Street. Instead of proceeding into Vancouver via the Skeena Tunnel, the #140 would turn around, proceed east on Cambridge Street and follow its previous routing via Eton Street, Gilmore Avenue, and Hastings Street to Kootenay Loop. The #141 would operate in the opposite direction on the same routing.

The #140/141 route differs from the previous routing of the #140 in two respects as follows:

- (i) The Vancouver portion of the route via Wall Street and McGill Street to a terminus at Eton Street and Renfrew Street is eliminated.
- (ii) The new route provides service on the section of Boundary Road between Hastings Street and Cambridge Street.

2.2 Service Frequencies

As noted in the correspondence from BC Transit, the #140/141 two-way loop will increase peak period service frequencies from every 30 minutes to every 15 minutes and off-peak service frequencies from 60 minutes to 30 minutes.

2.3 Bus Stops

As the #140/141 follows the previous routing of the #140 except for the section of Boundary Road between Cambridge Street and Hastings Street, fewer new bus stops will be required. Following a field test of the route, BC Transit proposed three new bus stops on the Burnaby side of Boundary Road at Hastings, Pandora and Oxford Streets as shown in Figure 5 attached.

3.0 IMPLICATIONS OF THE #140/141 ROUTING

3.1 Service Improvements

In general, the rerouting of #140 improves bus service in the Burnaby Heights area. Although service to Vancouver via Wall Street and McGill Street to Eton and Renfrew is discontinued, a more direct service is provided to Kootenay Loop as a transfer point to Vancouver. Connections between Hastings Street and the Burnaby Heights area will also be enhanced by the increased service frequencies.

The elimination of the Vancouver section of the #140 will remove service between the Burnaby Heights area and the Bridgeway Industrial area and New Brighton Park. Ridership on this section of the route however, has been historically low and therefore the number of passengers inconvenienced should be relatively few relative to the number of riders benefiting from the improved service. Staff however will monitor the #140/141 service and report back to Council in May 1990 when the Skeena Tunnel is reopened. At this time the option of restoring the former routing of the #140 will be available.

3.2 Noise Impacts

It should be recognized that the rerouting introduces diesel bus service in a residential section of Boundary Road from Hastings Street to Cambridge Street which was previously without bus service. As ambient noise levels from traffic on this section of Boundary Road are not high, residents of the area are likely to perceive the more distinctive sound of diesel buses. Noise levels could be most noticeable on the uphill grade of Boundary Road from Hastings Street to Pandora Street.

3.3 Bus Stops

As previously noted, BC Transit has proposed new bus stops on Boundary Road at Hastings, Pandora and Oxford. Staff however, have the following concerns with respect to the bus stop northbound on Boundary Road at Hastings Street:

- (i) use of the bus stop by diesel buses would require the vehicle to accelerate from a standing start up a grade thereby increasing noise levels at this location
- (ii) installation of the bus stop would require the removal of on-street parking on Boundary Road currently serving the adjacent commercial/residential development.

The absence of a bus stop on Boundary Road and Hastings Street is not expected to significantly inconvenience passengers. Riders destined from Hastings Street buses to the Burnaby Heights area can transfer to the #141 at Gilmore Avenue and Hastings Street rather than the #140 at Boundary and Hastings. It is therefore recommended that bus stops be approved at Albert Street, Triumph Street and Oxford Street as shown in Figure 6. Stops at Eton Street and Boundary Road will provide coverage for the senior citizens' complex at Seton Villa.

3.4 Route Destination Signs

The Transportation Committee also noted that the destination sign for the #140/141 Kootenay Loop could be confusing for transit users as it indicates both the origin and destination of the route but provides no information regarding the area it serves, namely Burnaby Heights. It is proposed that staff discuss with BC Transit changing the route name to the #140/141 Kootenay Loop/Burnaby Heights.

4.0 SUMMARY AND CONCLUSIONS

Based on the foregoing review of the BC Transit proposal, it is recommended that Council approve the #140/141 routing to replace the current #140 Kootenay Loop/Burnaby Heights. The new route is expected to improve service to the Burnaby Heights area and enhance connections to Kootenay Loop. The introduction of service on Boundary Road between Hastings Street and Cambridge Avenue however, may be expected to generate not only complaints from abutting residents regarding engine noise but also concerns regarding bus stops. To reduce these impacts, it is recommended that Council approve bus stops on Boundary Road at Albert Street, Triumph Street and Oxford Street only.

The #140/141 service is expected to remain in operation until replaced by a more permanent route. This route will likely combine the #140/141 and the current #139 Burnaby Heights/Kootenay Loop service into a single service operating between Kootenay Loop and Brentwood and perhaps to BCIT. Staff will monitor the usage and operation of the temporary #140/141 service and report to Council in 1990 May. The rerouting will also be reviewed in the context of the upcoming discussions with BC Transit representatives at the Transportation Committee on Phase III of the North Burnaby Transit Area Plan.

Respectfully submitted

Alderman J. Young
Chairman

Alderman R.G. Begin
Member

Alderman L. Rankin
Member



BC Transit

ATTACHMENT "A"

RG

December 6, 1989

Mr. Bob Glover
Transportation Planner
Municipality of Burnaby
4949 Canada Way
Burnaby, B. C.
V5G 1M2

Dear Mr. Glover:

Re: #140 North Burnaby Service

As you are aware the discontinuation of the #140 service and rerouting of bus service on in North Burnaby is identified in the North Burnaby, Transit Area Plan to be implemented in Phase III September 1991. In recent discussions with Mr. B. Stone of Fenco Lavalin, the City of Vancouver and BC Transit were advised of the Ministry of Transportation and Highways plans to advance a portion of the Cassiar Connector Project including closure of the Skeena Tunnel in mid-January 1990.

To provide an efficient routing arrangement in the Vancouver-Burnaby Heights area BC Transit proposes a two way loop originating and terminating at Kootenay Loop. The looping arrangement will increase service levels during peak hours from every 30 minutes to approximately every 15 minutes and off-peak hours from one trip per hour to two trips, overall providing improved service to area residents. To designate the direction of travel the #140 will loop clockwise and the #141 counter-clockwise as follows:

#140 Kootenay Loop

From Kootenay Loop via Hastings, Boundary, Cambridge, Cambridge turnaround, Cambridge, Eton, Gilmore, Hastings into Kootenay Loop.

#141 Kootenay Loop

From Kootenay Loop via Hastings, Gilmore, Eton, Boundary, Cambridge, Cambridge turnaround, Cambie, Boundary, Hastings into Kootenay Loop.

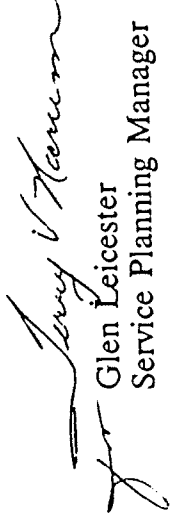
During peak hours the portion of the #140 & #141 routes on Boundary Road between Hastings and Eton including the extension along Cambridge, will be declared neutral in Fare Zones 1 and 2B. This will allow residents in Vancouver Heights to travel into Kootenay Loop for connections with other Vancouver services for a one zone fare.

1200 West 73rd Avenue, Vancouver, B.C. V6P 6M2 Telephone (604) 264-5000

Mr. Bob Glover
December 6, 1989
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Arrangements will be made in the near future to field test the proposed routing and review possible bus stop locations on Boundary Road.

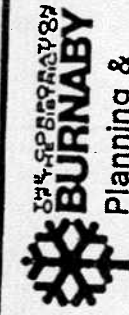
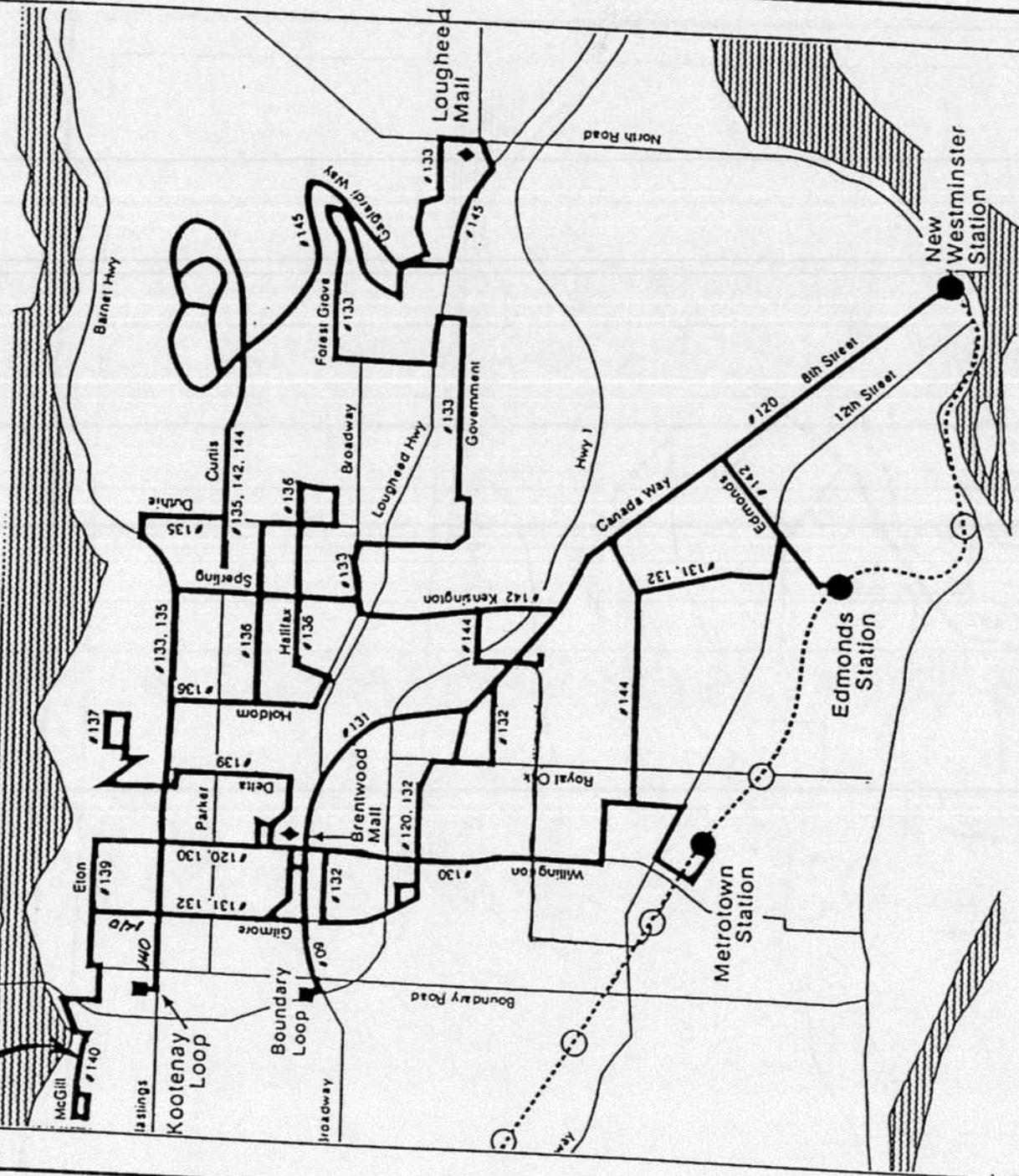
Yours truly,



Glen Leicester
Service Planning Manager

TN/jas
Attachment

#140 KOOTENAY LOOP/
BURNABY HEIGHTS



Planning &
Building Inspection
Department

FIGURE 1

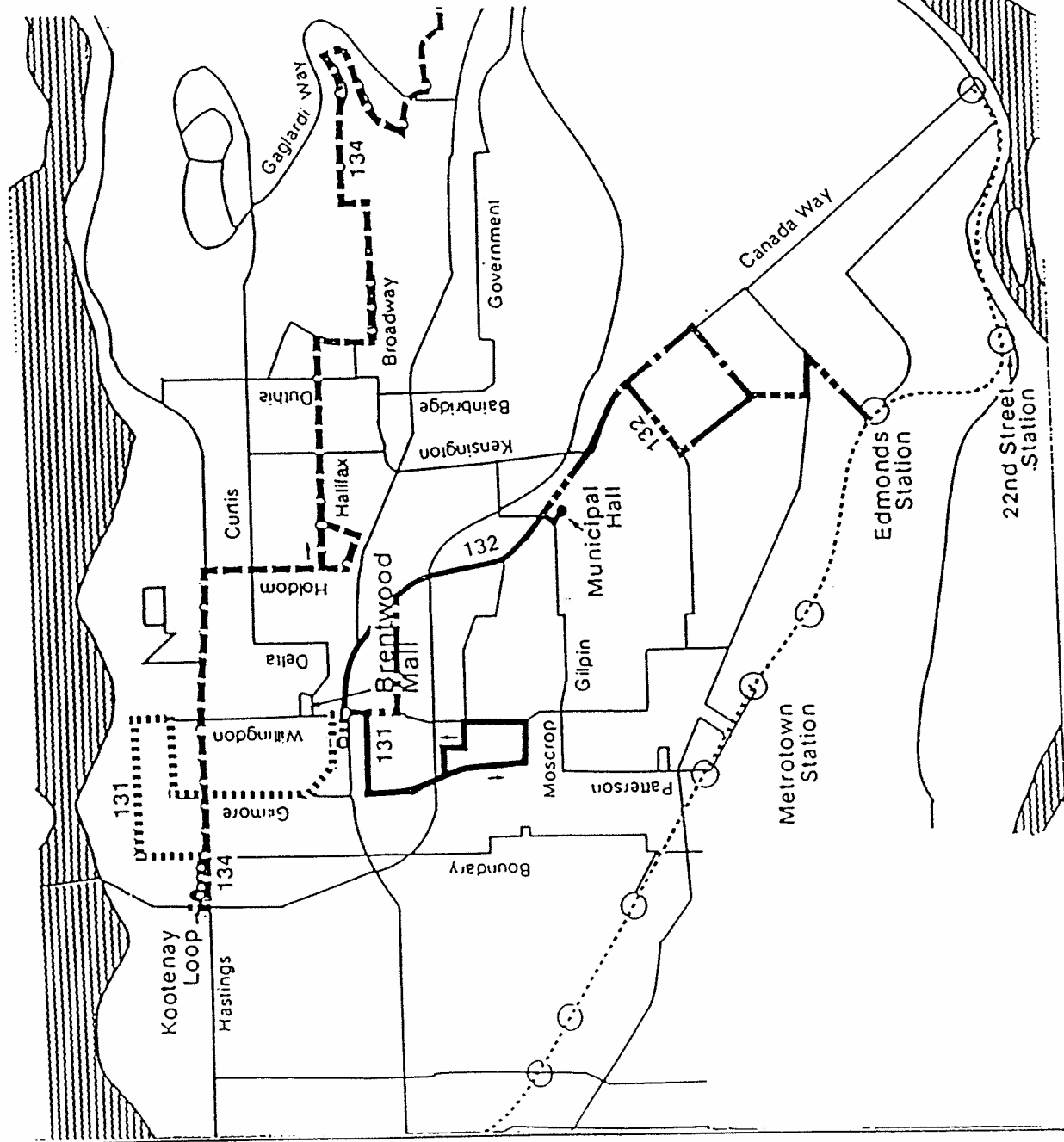
EXISTING
TRANSIT ROUTES



Drawn By:

Scale:
NTS

Date:
1989 DEC.



City of BURNABY
 Planning &
 Building Inspection
 Department



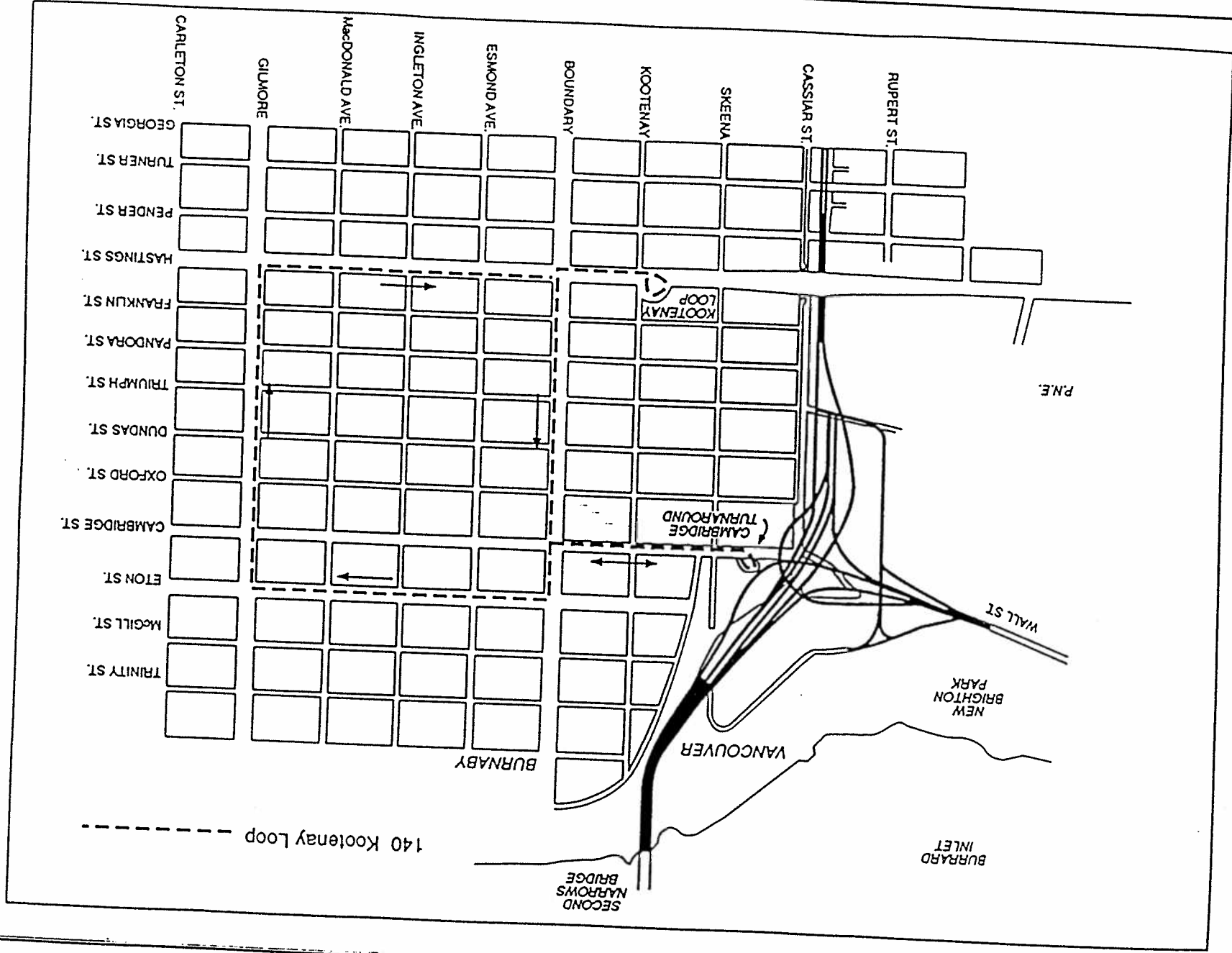
FIGURE 2
 #131 ROUTING

- #131 Brentwood/
Kootenay Loop/ BCIT
- #132 Edmonds Station/
Municipal Hall/Brentwood
- #134 Lougheed Mall/
Kootenay Loop
- Peak Period Extensions
- · - · - Optional Routing

Date: 1989 DEC.

Scale: NTS

Drawn By:



Date:

1989 DEC.

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NTS

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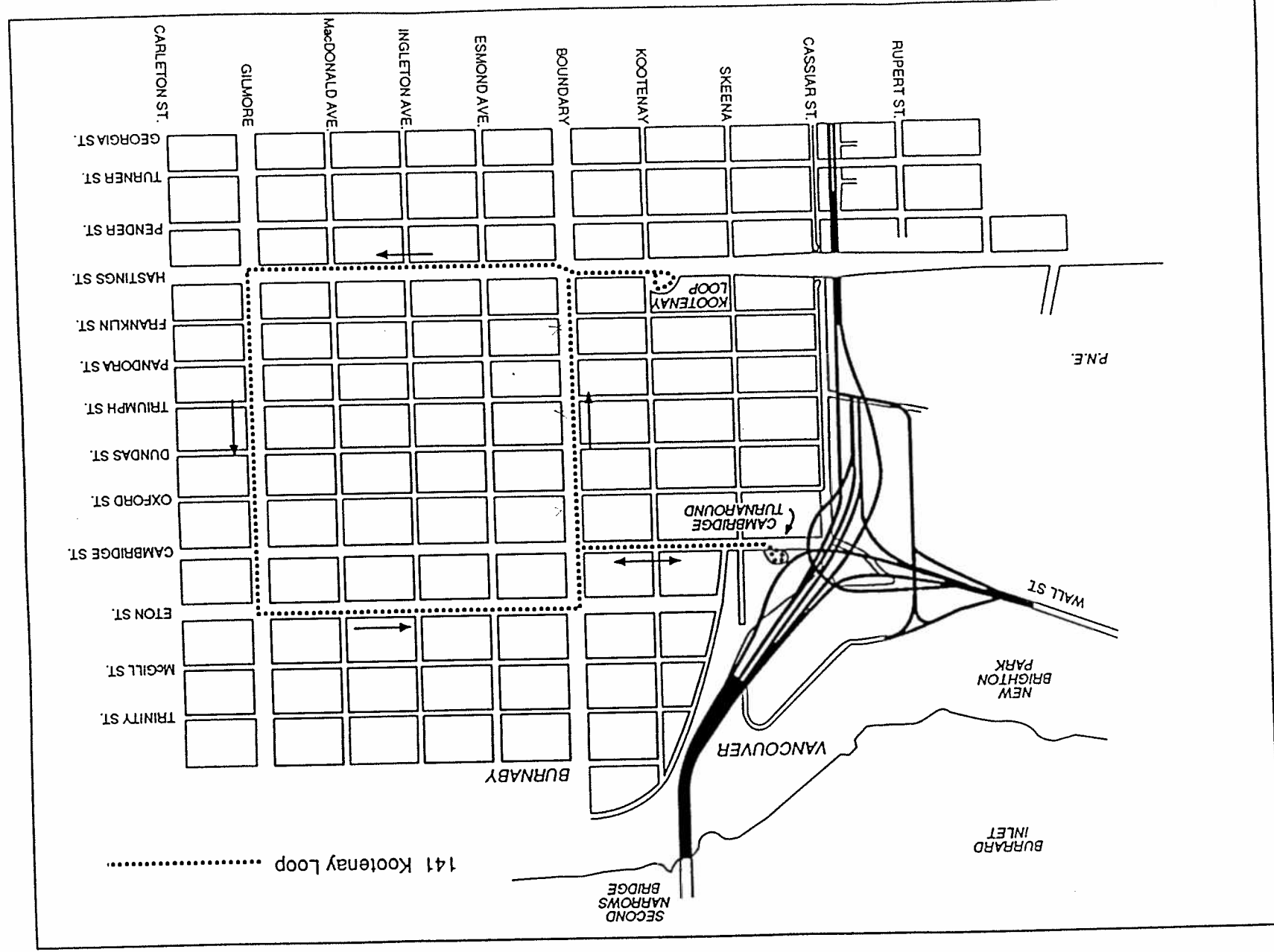


Planning & Building Inspection Department

FIGURE 3



#140 KOOTENAY LOOP ROUTING



Planning &
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Department

Date:

1989 DEC.

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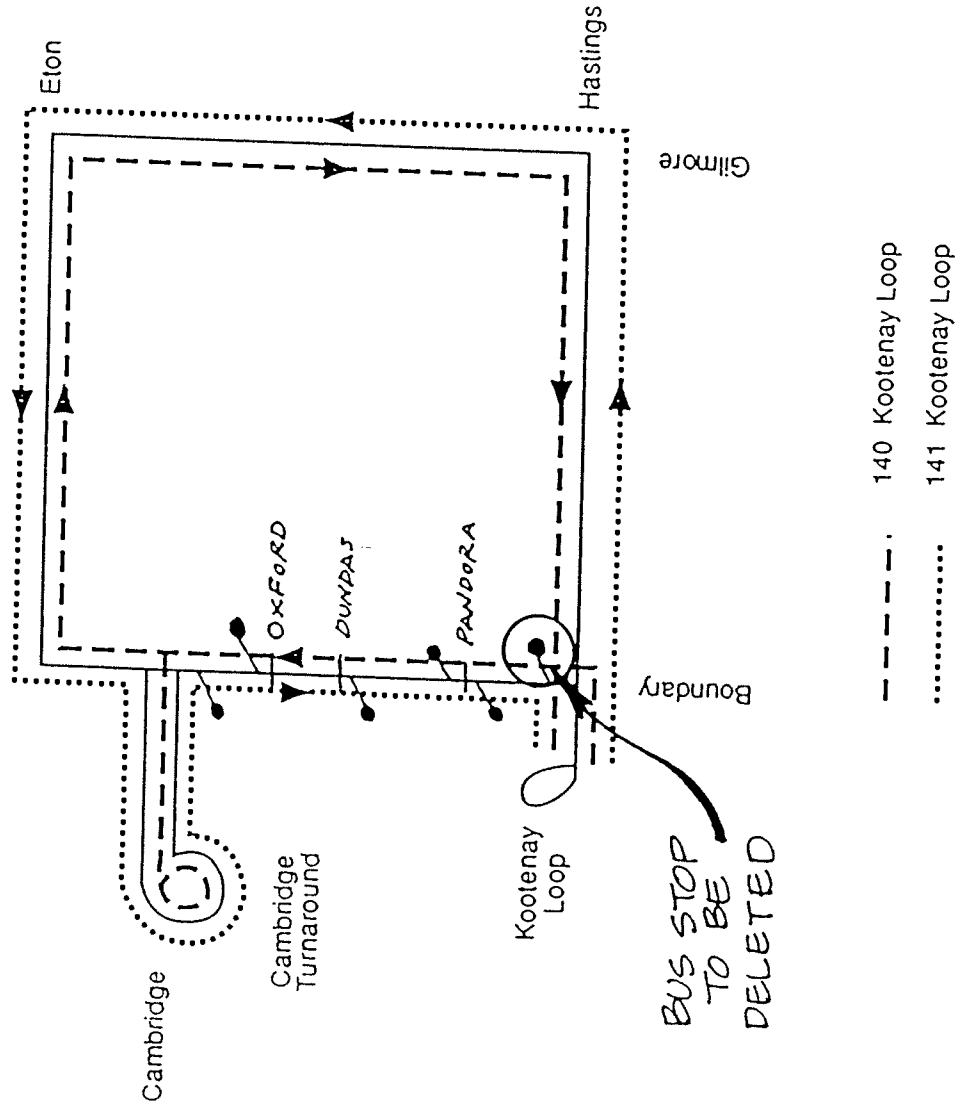
NTS

Drawn By:

FIGURE 4
PROPOSED
#141 KOOTENAY LOOP
REROUTING



140/141 Kootenay Loop



BUS STOP
TO BE
DELETED



City of
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FIGURE 5



NORTH

BUS STOPS
PROPOSED BY
B.C. TRANSIT

Date:

1989 DEC.

Scale:

NTS

Drawn By:

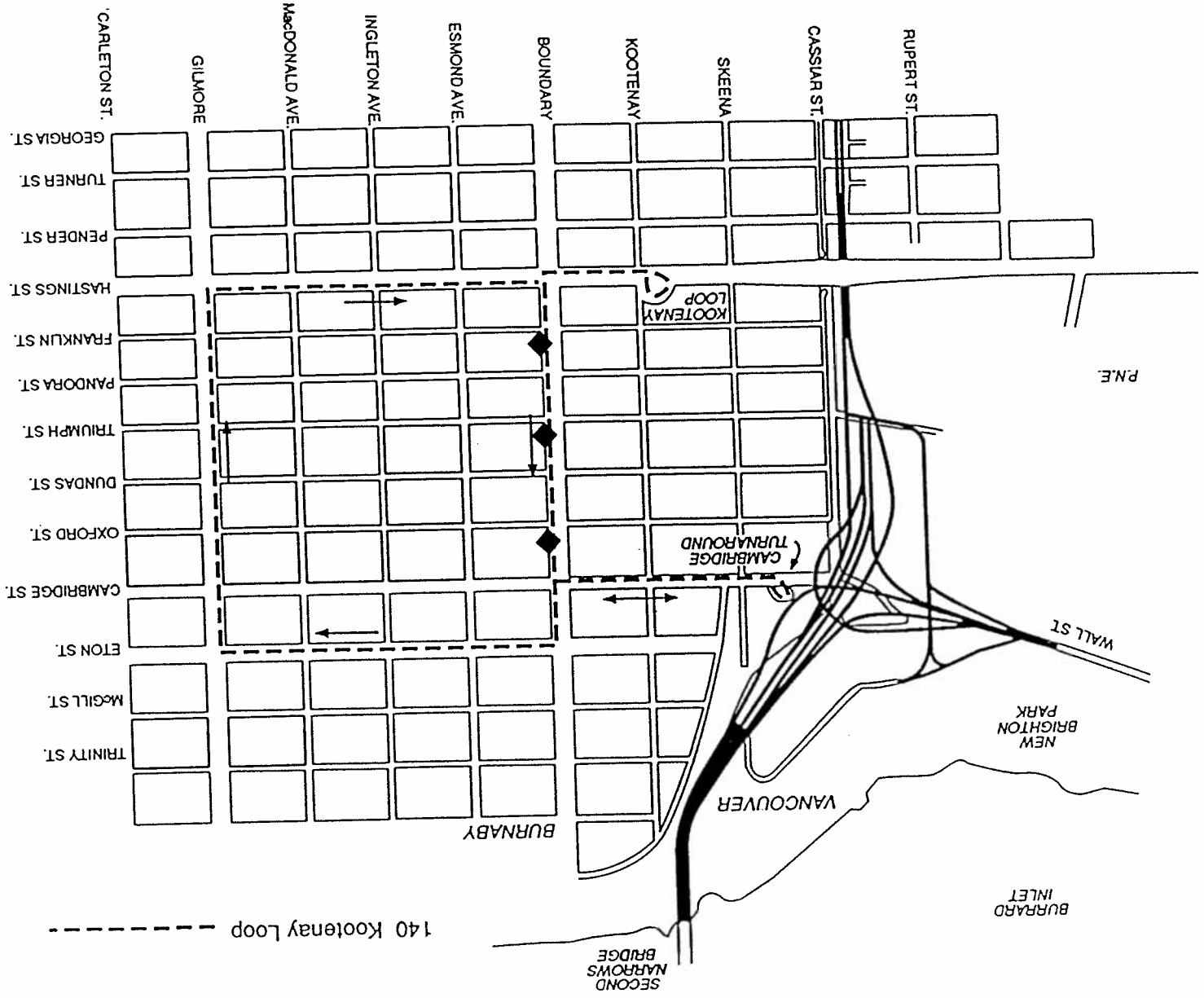


FIGURE 6

BUS STOPS AS
PLANNED BY
BURNABY



Date: 1990 JAN

Scale: NTS

Drawn By: