

REPORT
Regular Council Meeting
1991 March 25

THE CORPORATION OF THE DISTRICT OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRANSPORTATION AND TRANSIT DIVISION)

HIS WORSHIP, THE MAYOR
AND ALDERMEN

A. B.C. TRANSIT PROPOSED SERVICE CHANGES - 1991 JULY

RECOMMENDATIONS:

1. THAT Council approve the proposed consolidation of the #139 Brentwood Town Centre/Kootenay Loop and the #140/141 Kootenay Loop bus routes provided that the new route is serviced by small buses (30 ft. or shorter).
2. THAT Council direct staff to implement the bus stop changes required for introduction of the revised #139 bus route by 1991 July.
3. THAT Council forward a copy of this report to the Chairman of the Vancouver Regional Transit Commission.

R E P O R T

"1.0 BACKGROUND

As part of a set of bus service changes to be implemented in 1991 July, BC Transit is proposing the following changes to bus routes in the North Burnaby area.

(1) #120 New Westminster Station/Vancouver

As shown in Figure 1 attached the #120, currently operating between New Westminster and downtown Vancouver via Canada Way, Willingdon Avenue and Hastings Street, would be rerouted to downtown Vancouver via Broadway and Cambie Street.

ii) #139 Brentwood Town Centre/Kootenay Loop

This new route (Figure 1) will replace two routes currently operating in the Burnaby Heights area, the #139 Burnaby Heights/Kootenay Loop and the #140/141 Kootenay Loop. It provides service between Kootenay Loop and Brentwood Town Centre via boundary Road, Eton Street and Willingdon Avenue.

BC Transit has held two Open House sessions at Brentwood Town Centre on March 03 and Confederation Community Centre on March 05 to receive public input on these proposals. A summary of the comments received from the public at these meetings is provided in Attachment A.

Final consideration of the service changes will take place at the 1991 May 03 meeting of the Vancouver Regional Transit Commission. BC Transit would like to receive the Municipality's recommendations on the service changes by 1991 April 08 so that they may be considered by the Commission in May.

INTERNAL DISTRIBUTION:

AGENDA - 1991 MARCH 25

COPY - MUNICIPAL MANAGER

- DIRECTOR ENGINEERING

- DIRECTOR PLANNING & BUILDING INSPECTION

- DIRECTOR FINANCE

This report provides an evaluation of the proposed service changes for the consideration of Council.

2.0 EVALUATION OF PROPOSED SERVICE CHANGES

(1) #120 New Westminster Station/Vancouver

This service change was originally proposed in the draft 1990/1991 Annual Service Plan to terminate in the Broadway and Granville area instead of downtown Vancouver. In response to Council's objections concerning the lack of a downtown Vancouver terminus, BC Transit amended the proposal to include a downtown routing via Cambie Street. Subsequently Council approved the amended #120 rerouting in 1990 July. This approval recognized the benefits of the rerouting including the elimination of the Broadway shuttle service between Brentwood Town Centre and the Boundary Loop through the provision of a direct express bus service on Broadway to downtown Vancouver.

ii) #139 Brentwood Town Centre/Kootenay Loop

The North Burnaby Transit Area Plan completed in 1989 originally identified the need to consolidate the #139 and the #140/141 into one route providing a direct service between Kootenay Loop and Brentwood Town Centre for Burnaby Heights residents. In discussions with BC Transit, the Traffic and Transportation Committee expressed support for the principle of consolidating the two routes subject to review of a specific proposal at a later date.

It was recognized that any proposal for route consolidation involves a rationalization of service, balancing benefits to some with disbenefits to others. In this regard the BC Transit proposal would entail substantial benefits to transit users in Burnaby Heights as follows:

- (a) A direct service to Brentwood Town Centre for all residents of Burnaby Heights.
- (b) More direct access to connecting buses at the Brentwood Transit Exchange providing services throughout Burnaby and to New Westminster, Coquitlam, and Vancouver City.
- (c) A direct service to Confederation Park facilities and the Safeway at Willingdon and Hastings for Burnaby Heights residents located west of Gilmore Avenue, including Seton Villa.
- (d) Increased service frequencies from 30 minutes to 20 minutes during the peak period and from 1 hour to 30 minutes during off peak periods.

While on balance the #139 route consolidation provides significantly improved service to Burnaby Heights residents' direct service to the area of Hastings Street immediately east and west of Gilmore Avenue currently provided by the #139 and #140/141 would not be available from the revised #139. Trips to these locations would require a transfer at Kootenay Loop or at Hastings and Willingdon. While this transfer is less convenient than a direct service, the very high frequency of buses on this section of Hastings Street (approximately 4 minutes in peak periods and 8 minutes off peak) reduces the waiting time for transit users.

Other negative comments on the proposed #139 bus route received at the public Open Houses have concerned the routing on McGill/Esmond Streets and the increased frequency of buses using Eton Street. Regarding the former, Council approved the McGill Street rerouting to provide improved access to the Seton Villa seniors' residence.

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Regarding the latter concern, bus frequencies on Eton Street would increase from the current four buses hourly to six buses hourly in both directions during the peak periods and from the current two buses hourly to four buses hourly off peak periods.

3.0 CONCLUSION

The proposed bus service changes for 1991 July have been considered by the Traffic and Transportation Committee in concept during previous discussions with BC Transit in 1990 and the #120 rerouting has been approved by the Committee and Council in its brief to BC Transit on the 1991 Annual Service Plan. In its brief, Council also endorsed the principle of route consolidation for the #139 and #140/141 bus services.

The proposal for the new #139 route offers substantial benefits to transit users in Burnaby Heights over the existing two routes serving the area. While it would also entail some reduction in direct service to part of the Hastings Street commercial area, on balance this proposal recognizes Council's objectives for the route consolidation by providing direct service to Brentwood and connecting services throughout Burnaby as well as more frequent service to Burnaby Heights in general.

It is therefore recommended that Council approve the new #139 route and direct staff to implement the required bus stop changes."

Arising from the discussion of this report, the Committee requested that the new #139 route be serviced by small buses (30 ft. or shorter) due to low ridership. Small buses also allow for increased maneuverability on local streets. B.C. Transit advises that the concept of small buses has been approved by the Vancouver Regional Transit Commission, but due to long lead times vehicles on order will not be available for service until late 1992. In response to Council's previous request to provide a commitment in writing that the #139 route will be a priority for introduction of small buses when vehicles are available. Based on these considerations, Council could either approve recommendation no. 1 as defined in this report in which case the new #139 route would not be approved until smaller buses were available or the recommendation could be amended to approve the routing immediately based on a commitment in writing from B.C. Transit to introduce smaller buses when vehicles are available."

Respectfully submitted,

Alderman J. Young
Chairman

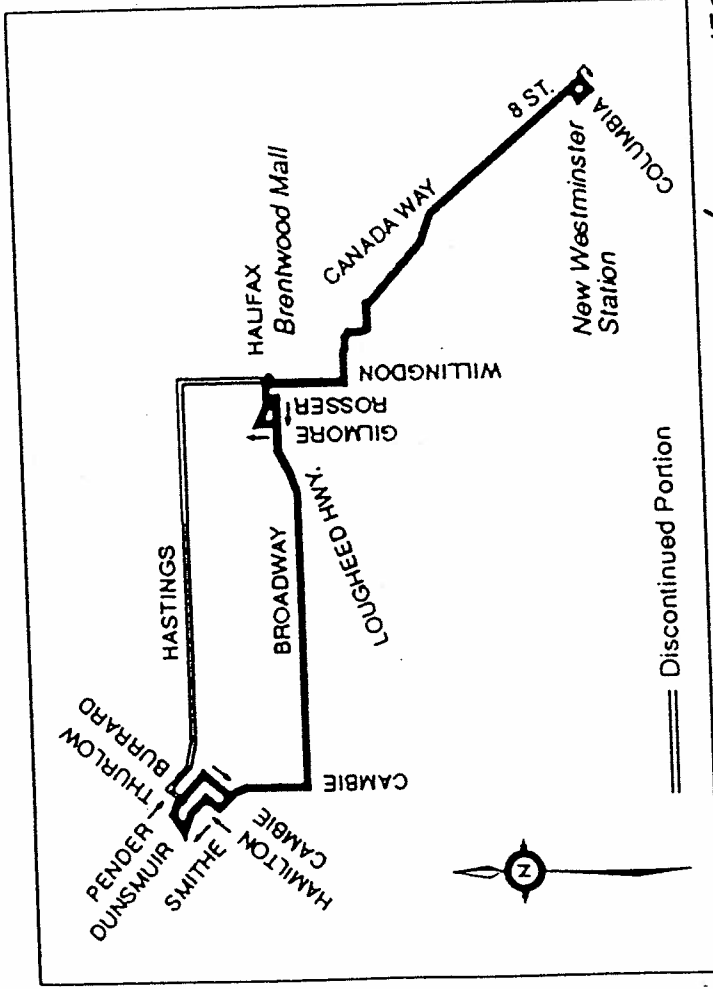
Alderman D.G. Evans
Member

Alderman D.A. Lawson
Member

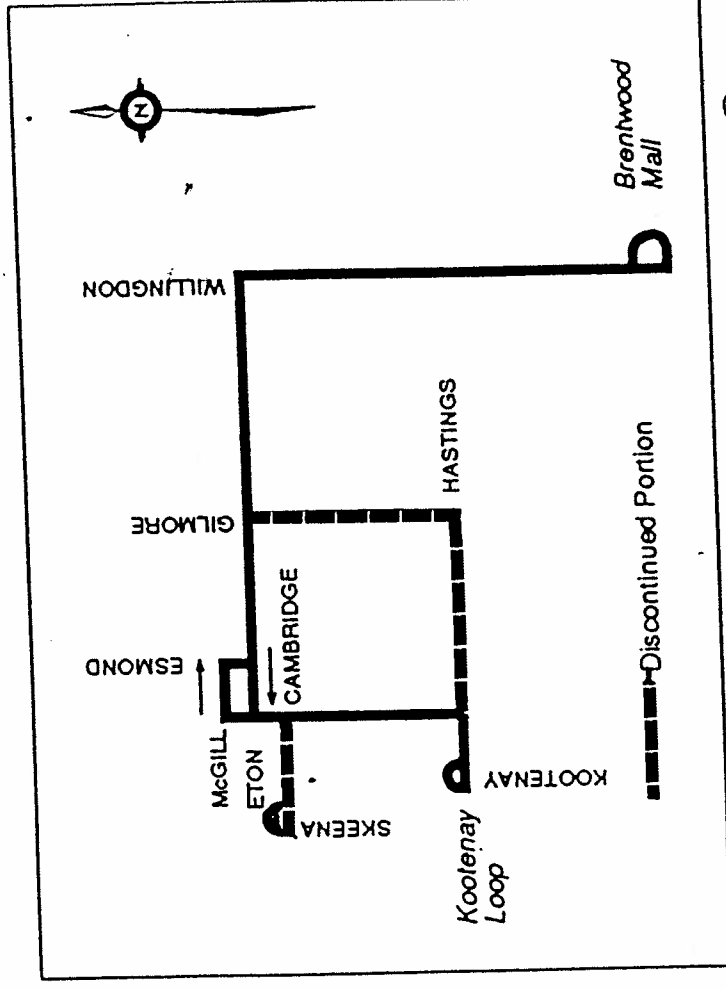
Alderman C. Redman
Member

Mr. Peter Miller
Member

Mr. Ernest Neumann
Member



#120 NEW WESTMINSTER STATION / VANCOUVER



#139 BRENTWOOD MALL / KOOTENAY LOOP



Date:	1991 MAR
Scale:	N.T.S.
Drawn By:	

FIGURE 1
JULY 1991
SERVICE CHANGES

NORTH BURNABY OPEN HOUSE SESSIONS

SUMMARY

1. Attendance and Number of Comments Received				
Date and Location	Estimated Attendance	Completed Comment Sheets	Number of Comments	
March 3, 1991 - Brentwood Mall	170	54	71	
March 5, 1991 - Confederation Community Centre for the Retired	60	28	42	
TOTAL	230	82	113	
2. Summary of Comments				
2.1 #120 New Westminster Station/Vancouver				Number of Comments
2.1.1 Positive Comments				
<ul style="list-style-type: none"> • Likes proposed Express service along Broadway • Supports proposal as it will operate express to downtown • Supports proposal as it will improve service • Supports proposal as long as transfers are good at Brentwood Mall • Supports proposal since #151/152 will replace Hastings service 				11 3 3 1 1
TOTAL				19
2.1.2 Negative Comments				
<ul style="list-style-type: none"> • Service along Hastings will be lost • Proposal will require more transfers • #151/152 services are already full • Travel times to downtown will be longer • Will not transfer to SkyTrain if route is terminated at Broadway Station 				6 6 3 1 1
TOTAL				17
2.2 #139 Brentwood Mall/Kootenay Loop				
2.2.1 Positive Comments				
<ul style="list-style-type: none"> • Likes proposed new route and/or increased frequency • Likes direct service to Brentwood Mall • Likes the discontinuation of bus service along Gilmore 				13 4 1
TOTAL				18

2.2.2	Negative Comments	9
	<ul style="list-style-type: none"> Service to Gilmore Street and Gilmore and Hastings area will be lost Do not want buses or additional service on McGill/Esmond Prefers routing along Delta as it used to be Do not want buses or additional service on Eton 	4 4 4 3
	TOTAL	20
2.3	Further Comments/Suggestions	
2.3.1	#120 New Westminster Station/Vancouver	
	<ul style="list-style-type: none"> Extend route along Broadway west of Cambie Reduce frequency instead of rerouting from Hastings to Broadway Need separate routes along Hastings and Broadway Reroute #120 along 1st Avenue Ensure early Saturday morning trips are kept Wrong information on #120 proposal 	3 1 1 1 1 1 1 8
	TOTAL	
2.3.2	#139 Brentwood Mall/Kootenay Loop	
	<ul style="list-style-type: none"> Although supporting proposal, noted loss of service to Gilmore Noted loss of service to Cambridge/Skeena turnaround Route #139 along Trinity Route #139 along Gilmore, Oxford, Boundary, Eton, Willingdon Need bus shelter on Esmond and McGill Extend #131/132 service along Gilmore north of Hastings Wrong information on the #139 proposal 	1 1 1 1 1 1 1 7
	TOTAL	
2.3.3	Others	
	<ul style="list-style-type: none"> Need small buses/mini-buses Suggested changes to other routes Problems/queries regarding bus stops Complaints about drivers/customer service Object to 2-zone fare Need improved frequency on other routes Need express service/rapid transit for North Burnaby Need better service between Brentwood and Phibbs Exchange Need additional rush hour service between Brentwood and Kootenay Loop 	6 3 3 3 3 3 2 2 1 1 24
	TOTAL	
	GRAND TOTAL	113