

REPORT
Regular Council Meeting
1992 February 17

THE CORPORATION OF THE DISTRICT OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRANSPORTATION AND TRANSIT DIVISION)

HIS WORSHIP, THE MAYOR
AND ALDERMEN

Re: Bond Street - Willingdon to
Nelson Avenue Transit Concerns

RECOMMENDATIONS:

1. THAT Council request that B.C. Transit investigate the option of initiating bus service on Royal Oak Avenue between Moscrop Street and Oakland/Grange using hillclimber buses in advance of completion of the Royal Oak Realignment.
2. THAT a copy of this report be forwarded to Ms. Susan Rankin, 5420 Booth Avenue, Burnaby, B.C. V5H 3A3

R E P O R T

"1.0 BACKGROUND

At its meeting of 1991 September 05 the Traffic and Transportation Committee (Traffic Safety Division) received a report responding to the concerns expressed by the Bond Street and Nelson Avenue Citizens Group. The concerns of this residents group centered around the increased volume and speed of traffic using Bond Street and Nelson Avenue and the excessive noise from heavy vehicles including buses and trucks. In response to the traffic issues, the Committee recommended a number of 'traffic calming' strategies including P.M. peak left turn prohibitions on Willingdon Avenue and installation of left turn signalization at Nelson Avenue northbound at Grange Street.

With regard to the issue of noise created primarily by buses, the residents proposed that B.C. Transit consider rerouting the #130 to Willingdon Avenue from its current routing on Bond Street and Nelson Avenue and possibly replacing this service with shuttle buses. The Committee requested that staff assess this option with B.C. Transit.

APPENDIX I attached is correspondence from Ms. Susan Rankin inquiring as to the status of current discussions on the alternatives to the current #130 bus route. This report is written to inform the Committee of possible options to address the concern of Bond/Nelson residents.

INTERNAL DISTRIBUTION:

AGENDA - 1992 FEBRUARY 17
COPY - ACTING MUNICIPAL MANAGER
- DIRECTOR ENGINEERING
- DIRECTOR PLANNING & BUILDING

2.0 CURRENT SERVICE

2.1 Routing

As shown in Figure 1 attached, the #130 currently operates from Kootenay Loop to Metrotown Station via Hastings, Willingdon, Bond, Nelson, Bonsor, Bennett and Central Boulevard. The routing via Bond and Nelson is intended to provide service within 400 m of every household within the residential area between Willingdon and Royal Oak south of Bond Street.

2.2 Usage

The #130 is one of the most highly utilized transit routes in Burnaby serving Kootenay Loop, Brentwood Town Centre, BCIT, Burnaby Hospital and Metrotown, including the SkyTrain Station. As shown in Table 1 below, the results of a ridership analysis undertaken in 1989 by B.C. Transit shows the #130 as one of the most highly patronized routes in Burnaby expressed in terms of boarded passengers per hour.

TABLE 1

BOARDINGS PER HOUR

<u>ROUTE #</u>	<u>AM PEAK</u>	<u>MID-DAY</u>	<u>PM PEAK</u>	<u>EVENING</u>	<u>TOTAL</u>
009	(34.8)	25.4	(33.3)	(19.6)	26.1
120	45.4	34.2	47.0	30.3	37.1
130	103.1	74.1	80.6	26.4	68.7
131	(22.6)	34.1	37.0	(9.0)	25.6
132	(14.0)	(24.2)	(29.2)	(17.4)	21.4
133	50.8	(23.6)	50.9	(11.3)	31.3
135	102.0	63.4	128.6	34.8	70.8
136	60.2	33.2	45.5	(11.6)	33.3
137	58.5	39.4	82.5	28.0	44.1
139	(27.0)	(21.9)	(25.8)	--	24.1
140	(12.0)	29.6	(5.0)	(3.2)	14.9
142	45.0	--	(27.5)	--	36.3
144	40.9	36.8	47.1	33.8	38.6
145	80.2	96.1	83.7	54.9	78.2
AVERAGE	54.5	41.8	56.4	24.4	42.4

() denotes levels below guidelines

-- denotes no service in time period

3.0 REROUTING OPTIONS

In reviewing the issue of buses on Bond Street and Nelson Avenue staff discussed three possible options with B.C. Transit. These options assume a rerouting of the #130 in which this bus route would continue on Willingdon Avenue as an alternative to its current routing via Bond Street and Nelson Avenue.

1. Shuttle buses to Metrotown or BCIT

The Bond/Nelson residents proposed a separate bus route which would originate in the neighbourhood and operate as a shuttle bus to Metrotown or BCIT where transfers to other transit routes would be possible. The lower frequency of the shuttle service would to some extent address resident concerns regarding noise while maintaining some bus service to the neighbourhood. Transit service, however, would be at substantially reduced frequencies and be subject to increased delay and inconvenience from the need to transfer at Metrotown or BCIT.

2. Use of Smaller Buses

The use of small buses (less than 30 ft.) in length was considered as these vehicles tend to be quieter and less obtrusive. To provide the same level of service as the regular size bus however, service frequencies on the #130 would have to be substantially increased resulting in more transit buses overall using Bond Avenue and Nelson Street.

3. Royal Oak Bus Route

The diversion of the #130 from the arterial route on Willingdon Avenue is necessitated by the lack of transit service on Royal Oak Avenue between Moscrop and Grange. Service is not provided on Royal Oak due to the grades in the range of 20% which are too steep for a regular bus. Construction of the Royal Oak Realignment would reduce grades to a maximum of 11% which is compatible with the capabilities of a regular bus. The other option is the use of special hillclimber buses which can negotiate grades of up to 20%. It is possible that these could be implemented in advance of the necessary improvements to Royal Oak Avenue.

Council has previously identified the need for bus service on Royal Oak Avenue in conjunction with its submission to B.C. Transit of municipal requests for transit service improvements to be included in the 1991/92 Annual Service Plan. It is suggested that B.C. Transit be requested to consider rerouting the #130 on Willingdon between Bond Street and Grange and the provision of bus services on Royal Oak Avenue at the earliest possible opportunity using special buses until the Royal Oak Realignment is completed.

4.0 CONCLUSION

The routing of the #130 on Bond Street and Nelson Avenue provides high frequency bus service on a local collector street in a residential neighbourhood. Rerouting of the #130 to Willingdon Avenue without supplementing this service, however, would leave most residents of the neighbourhood beyond the catchment area for transit. Of the three options developed to address the concerns of residents, the provision of bus service on Royal Oak Avenue is viewed as the most appropriate option for both residents and transit users."

Respectfully submitted,

Alderman J. Young
Chairman

Mr. Peter Miller
Member

Alderman D. Evans
Member

Mr. Ernest Neumann
Member

Alderman D. Lawson
Member

Mr. Len Werden
Member

Alderman C. Redman
Member

Alderman Jim Young
Chairman of Traffic Safety Committee
Municipality of Burnaby
4949 Canada Way
Burnaby, British Columbia
V5G 1M2

Bond & Nelson Citizens Group
Ms. Susan Rankin
5420 Booth Avenue
Burnaby, British Columbia
V5H 3A3

January 16, 1992

Dear Alderman Young,

Happy New Year to you and your committee members. We would like to thank you for the changes which have occurred on our two streets to date:

1. the 'no left turn' signs between 3 and 6 p.m. off of Willingdon onto Bond and Sardis have been in effect for several months.
2. the left turn signal for vehicles northbound on Nelson street has been installed but is not always operational. Is it on peak hours operation too?
3. the closure of the Wayburne Motor Vehicle Branch has essentially solved the problem of driver training and testing on our streets.
4. the status of the #130 bus review is still unknown to us but there is concern that bus shelters are being constructed along Bond. Does this indicate an intransigent position on their part? Is the shuttle bus idea still a consideration?

Now that we've had time to review the results of the above changes on our streets, we'd like to suggest further action. Residents in the area feel that these changes do not rectify the original concerns of volume, speed and safety on our streets.

The residents would still like to see the 'no left' restriction off of Willingdon onto Bond changed to 24 hours a day, 7 days a week. In addition, the signal changes at Nelson do not seem to have encouraged drivers to use Grange, as was intended. There needs to be more of a physical deterrent for traffic travelling northbound along Nelson and westbound along Bond to Willingdon. Lastly, as I mentioned to you in our telephone conversation in November 1991, I am very discouraged by the unyielding attitude of B.C. Transit with respect to our proposal. You held out some hope that your meeting in Victoria would spur some positive action. Are there other alternatives to the present #130 bus routing and frequency being considered?

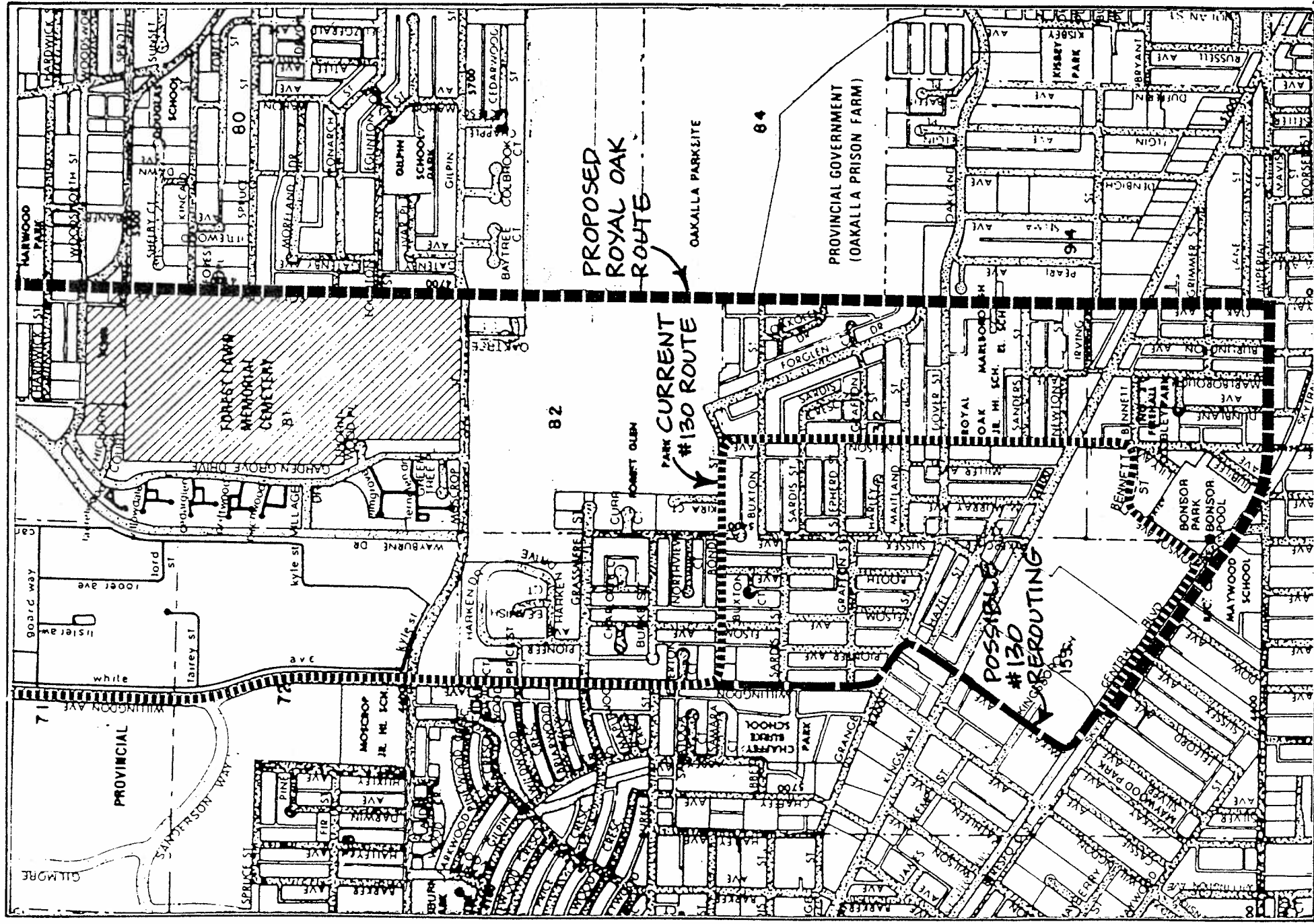
We are prepared to send another delegation to the Traffic Safety Committee to discuss our recommendations and to initiate a review of traffic patterns in our neighbourhood. We are pleased that you and your committee acted on our behalf in the past. We are committed to making Burnaby a livable city for its residents. Please let me know where we stand with respect to the above issues and what the plan of action is now. Thank you for addressing our concerns.

Sincerely,

Susan E. Rankin

Susan E Rankin,
(Spokesperson for the Bond & Nelson Citizen's Group)

cc Peter Liivamagi, Asst. Director Engineering
Bob Glover, Manager, Transportation Planning



Planning & Building Inspection Department

Date: 1992 FEB.

Scale:

Drawn By:

#130 BUS ROUTE AND OPTIONS

