

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRANSPORTATION AND TRANSIT DIVISION)

HIS WORSHIP, THE MAYOR
AND COUNCILLORS:

RE: Re-routing of Bus #110

RECOMMENDATION:

1. THAT Council approve in principle the re-routing of Bus #110, as shown in Figure 1, subject to B.C. Transit notifying residents of Wilson Avenue, and Kemp Street.

R E P O R T

The Traffic and Transportation Committee (Transportation and Transit Division), at its meeting held on 1992 October 20, adopted the attached staff report addressing B.C. Transit's proposal to re-route Bus #110 to avoid conflicts and delays at the intersection of Beresford Street/Willingdon Avenue.

Arising from the discussion of the report, the Committee requested that staff thoroughly investigate the option of re-routing #110 service along Grange from Patterson to McKay as part of Council's review of the B.C. Transit Annual Service Plan.

Respectfully submitted,

Members:

Mr. Ernest Neumann
Mr. Peter Miller
Mr. Len Werden

Councillor J. Young
Chairman

Councillor D. Evans
Member

Councillor D. Lawson
Member

Councillor C. Redman
Member

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TO: CHAIRMAN & MEMBERS 1992 OCTOBER 7
 TRAFFIC & TRANSPORTATION COMMITTEE

FROM: ACTING DIRECTOR PLANNING & BUILDING

SUBJECT: RE-ROUTING OF BUS #110

PURPOSE: To address BC Transit's proposal to re-route bus #110 to avoid conflicts and delays at the intersection of Beresford Street/Willingdon Avenue.

RECOMMENDATION:

1. THAT the Traffic & Transportation Committee approve in principle the rerouting of Bus #110, as shown in Figure 1, subject to BC Transit notifying residents of Wilson Avenue, and Kemp Street.

REPORT

1.0 BACKGROUND

In 1992 August, BC Transit submitted a proposal to re-route the #110 service between Patterson Station and Metrotown Station, to avoid operational problems at the Beresford/Willingdon intersection. The intersection of Beresford/Willingdon is situated immediately to the south of the signalized Central Boulevard/Willingdon Avenue intersection. Due to the close proximity of these two intersections, traffic queues on Willingdon, extending south from the Central Boulevard signal, block the intersection at Willingdon/Beresford.

This report addresses the BC Transit proposal to re-route the #110 service.

2.0 TRANSIT OPERATIONS

In September 1991, Burnaby Engineering department erected a "DO NOT BLOCK INTERSECTION" sign on the northbound approach to the Beresford/Willingdon intersection. This sign has somewhat alleviated the problems experienced by cars attempting to make the eastbound left turn from Beresford, but busses are still experiencing significant delays due to their having to cross four lanes of pavement to make the northbound right turn at Central Boulevard/Willingdon, to continue along Central Boulevard to Metrotown Station.

BC Transit has carried out field observations to quantify the delay, and the number and type of conflicts experienced by eastbound busses at the Beresford/Willingdon intersection. Samples of typical delays are in the order of 42 seconds to over 2 minutes.

Conflicts at the intersection are a more significant concern for both BC Transit and the City of Burnaby. BC Transit has videotaped several different types of conflict, ranging from fast moving southbound vehicles having to slam on their brakes to avoid hitting a bus which is straddling the centre lane of Willingdon, thus blocking a portion of the southbound lane or lanes, to traffic turning left from Central Boulevard at the signalised intersection immediately to the north of Beresford suddenly being confronted by bus blocking their lane, and changing lanes dangerously.

3.0 POSSIBLE OPTIONS

Staff have assessed a number of options to address the issue raised by BC Transit. They include:

- a. Connection of Central Boulevard between Wilson and Willingdon

The connection of Central Boulevard between Wilson and Willingdon, and the re-routing of the #110 service between Patterson and Metrotown along Central Boulevard would alleviate the operational problem. However, since the connection is not planned for three to four years, a "temporary" solution must be sought.

- b. Short Term Re-routing of Bus # 110

The route change proposed by BC Transit is a minor change which does not include any relocation of existing bus stops. Instead of travelling eastbound along Beresford to Willingdon, B.C. Transit proposes that Bus #110 should travel northbound on Wilson Avenue to Kemp Street where it will make a right turn and continue on to Willingdon Avenue where it will turn right. The bus will then travel south-bound on Willingdon Avenue before making a left turn onto Central Boulevard and continuing along the original route to its final destination at Metrotown Station. The westbound #110 routing will remain unchanged.

The re-routing will remain in effect until Central Boulevard is extended west to Wilson Avenue.

- c. Signalization of Beresford/Willingdon

BC Transit suggested the signalization of the Beresford/Willingdon intersection as a potential solution to the operational problems experienced by bus #110. However, because of the proximity of the Beresford/Willingdon intersection to the already signalised intersection of Central Boulevard/Willingdon, the additional signal would cause significant delay as well as queuing problems in the area. Also, because there are plans to open Central Boulevard between Wilson Avenue and Willingdon Avenue within the next three to four years, the installation of a signal at the Beresford/Willingdon intersection would be a costly temporary solution to a problem which may be corrected by a minor route change.

- d. Major Re-routing along Grange to Willingdon

Another option to address the operational problems at the Beresford/Willingdon intersection would be the major re-routing of the #110 service along Grange between Patterson and Willingdon. This option would address the City's concerns regarding the lack of transit service on Grange. However, it would remove service to Patterson Station, and would take longer to implement than the minor re-routing suggested above.

After consideration of the above options, the minor re-routing of #110 service is deemed to be the most attractive solution, due to the ability to implement it as quickly as possible.

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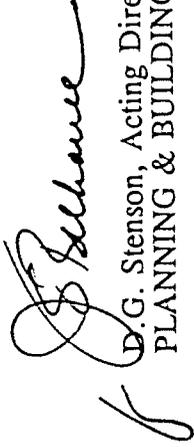
4.0 IMPLICATIONS OF THE #110 RE-ROUTING

The re-routing of #110 service in the eastbound direction will not affect the level of service being provided to transit riders in the area, because none of the existing bus stops will have to be relocated.

Bus #110 runs at a 15 minute headway during the A.M. and P.M. Peak periods, and every 30 minutes during non peak hours. Because Kemp Street and Wilson Avenue are already fairly busy residential streets, with mostly multi-family residential development, the addition of four busses an hour during the A.M. and P.M. peak periods should have little effect on the noise levels in the neighbourhood.

5.0 CONCLUSION

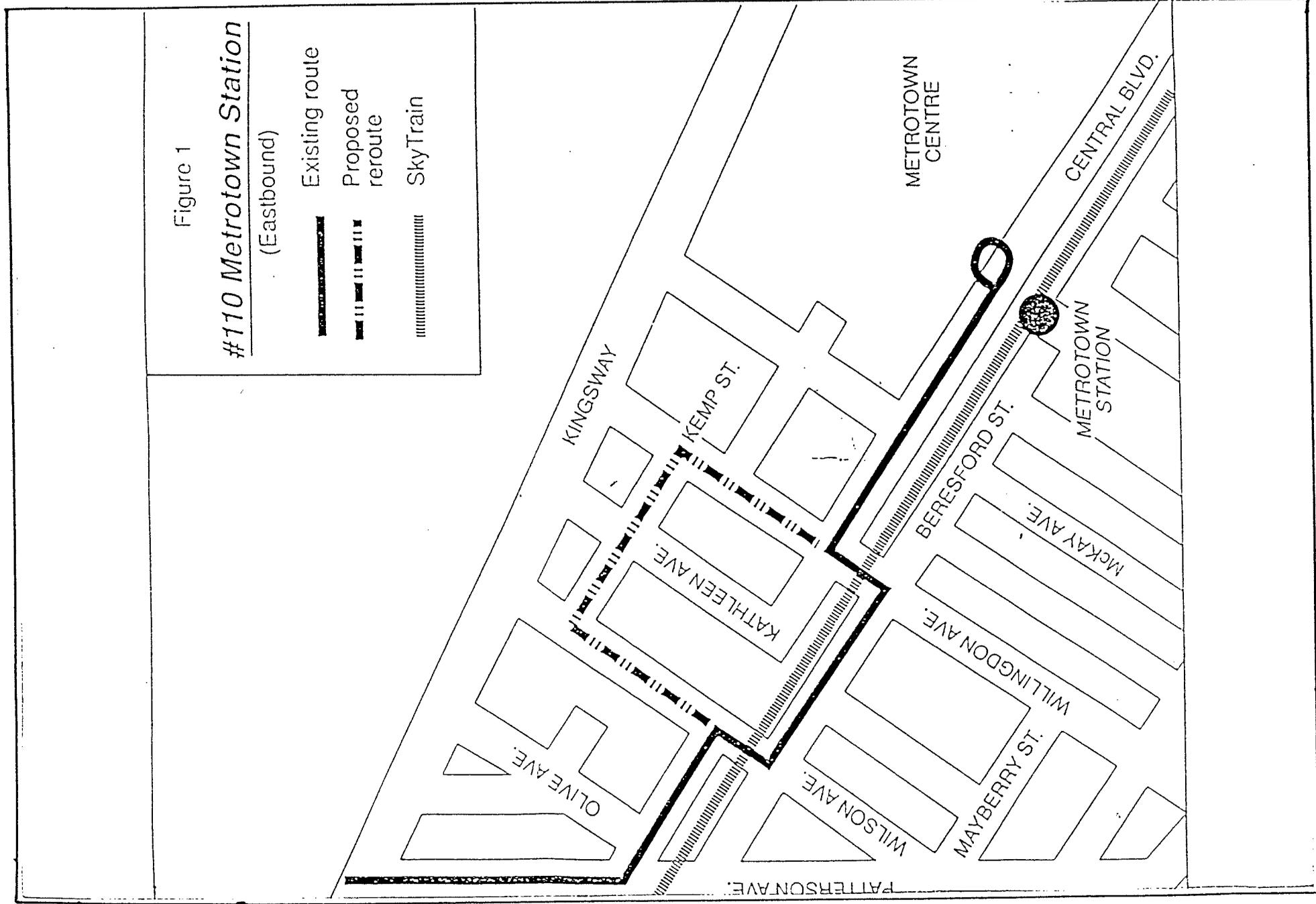
Because the minor one directional re-routing can easily be implemented with no disruption to service, it is recommended as the solution to the conflict problem at the Beresford/Willingdon intersection. BC Transit should notify residents of the area, ie. Kemp Street and Wilson Avenue, prior to the route change coming into effect. Depending on feedback from the residents, it may be necessary for BC Transit to address the neighbourhood concerns at a public meeting.



D.G. Stenson, Acting Director
PLANNING & BUILDING

DAB/db

cc. Director Engineering



Date:	1992 10
Scale:	NTS
Drawn By:	



City of Burnaby
Planning & Building Department



FIGURE 1
PROPOSED
#110 BUS
REROUTING

