

ITEM	20
MANAGER'S REPORT NO.	17
COUNCIL MEETING	93/03/22

TO: CITY MANAGER 1993 MARCH 17

FROM: ACTING DIRECTOR PLANNING AND BUILDING OUR FILE:

SUBJECT: **NORTH EAST BURNABY FARE
ZONE BOUNDARY: PRESENTATION TO
THE VANCOUVER REGIONAL TRANSIT COMMISSION**

RECOMMENDATION:

1. THAT Council receive this report for information.

REPORT

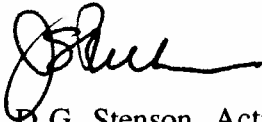
1.0 BACKGROUND

At the 1993 February meeting of the Vancouver Regional Transit Commission, Councillor D. Evans, Chair of the Traffic and Transportation Committee (Transportation and Transit Division) presented a brief to the Commission on the subject of the north east Burnaby fare zone boundary in response to a BC Transit staff report. This brief outlined Burnaby's longstanding concerns with the current location of the eastern fare zone boundary at Gaglardi Way. The brief requested that the Commission postpone any decision on the fare zone boundary until Council has the opportunity to present options to resolve the issue for the consideration of the Commission at its meeting of 1993 March 31.

Subsequently at its regular meeting of 1993 March 10 the Traffic and Transportation Committee (Transportation and Transit Division) received a verbal report from staff suggesting options for change to the fare system to be presented to the Commission at its next meeting. These options were to be considered by the Commission as part of an overall review of the fare system currently underway by BC Transit. Arising out of this report the Committee requested staff to prepare a draft text of a presentation to the Vancouver Regional Transit Commission on the north east Burnaby fare zone boundary for the consideration of Council.

ITEM	20
MANAGER'S REPORT NO.	17
COUNCIL MEETING	93/03/22

Attachment A provides a proposed text of this presentation in response to this direction of the Committee.

✓ 
D.G. Stenson, Acting Director
PLANNING AND BUILDING

RG\db
Attachment

ATTACHMENT A

ITEM	20
MANAGER'S REPORT NO.	17
COUNCIL MEETING	93/03/22

**REMARKS TO THE
VANCOUVER REGIONAL TRANSIT COMMISSION**

BY COUNCILLOR D. EVANS

**CHAIR, TRAFFIC AND TRANSPORTATION COMMITTEE
(TRANSPORTATION DIVISION)**

ON THE SUBJECT OF

THE N.E. BURNABY FARE ZONE BOUNDARY

183

City of Burnaby
1993 March 16

Chair and Members of the Vancouver Regional Transit Commission, at the February meeting of the Commission I appeared on behalf of the Council of the City of Burnaby in response to the B.C. Transit staff report on the relocation of the fare zone boundary from Gagliardi Way to North Road. At that time Council indicated that the City of Burnaby could not accept the conclusion of the B.C. Transit staff report that the fare zone boundary should not be relocated to North Road. Council emphasized that the staff report was unacceptable in that it advocated perpetuation of a fare system which is inequitable, unfair and inconsistent in its application in the following ways:

- (i) it is inequitable in that Burnaby is the only City in the Region bisected by a fare zone boundary that lacks sensitivity to the cohesiveness of the City of Burnaby.
- (ii) it is unfair that Burnaby is the only city in the Region in which residents of one part of the city pay more than other residents of another part for trips within city boundaries.
- (iii) it is inconsistent with the fare zone boundary policy applied to Kootenay Loop as a major transit exchange in the City of Vancouver.

While there is merit in the arguments presented by both B.C. Transit and the City of Burnaby, Council does not wish to maintain the climate of confrontation which has pervaded this issue since the fare zone system was initiated in 1984. Rather than continuing to exchange arguments on this issue for years into the future, Council, would urge that the Commission as a municipally representative body respond to the long-standing and legitimate concerns of a member municipality. We therefore, ask that the Commission direct staff to address not whether the fare zone boundary should be changed but how the change can be implemented.

In this regard Council noted in its previous submission of February 10, 1993 that it would be bringing forward specific proposals to resolve the fare zone boundary issue. Acting on the assumption that the Commission is prepared to direct B.C. Transit staff to change the fare zone boundary to North Road, Council would take this opportunity to outline specific options to implement this change without negatively affecting the integrity of the zone based fare system.

The first option responds to concerns by B.C. Transit that moving the fare zone boundary to North Road would increase fares for Coquitlam residents to travel to Lougheed Mall during peak periods and would present fare enforcement issues. This option would involve designating Lougheed Mall as a common zone and introducing a zone specific FareCard. If Lougheed Transit Exchange were a common zone neither Burnaby nor Coquitlam passengers would pay a two zone fare to go to Lougheed Mall. However, a trip from Coquitlam to SFU during peak periods would be a two zone fare instead of a one zone fare. With regard to fare enforcement the BC Transit staff report noted that Coquitlam passengers paying their fare with a one zone FareCard could evade the correct fare. Once inside the common zone Coquitlam passengers could presumably use single zone FareCard to board a bus to Burnaby which would normally be a two zone fare.

In Council's view this fare enforcement issue could be addressed through the introduction of a zone-specific FareCard as noted in the B.C. Transit staff report. Thus, during peak periods a Zone 1 FareCard would only be valid in Zone 1, Zone 2 FareCard in Zone 2, and Zone 3 FareCard in Zone 3. While this would result in a reduction in travel privileges for one zone FareCard users during peak periods, the one zone FareCard could be used for travel in all zones off peak and the zone-specific FareCard would eliminate the current abuse of the one zone FareCard by riders alighting a bus on one side of a fare boundary and boarding a bus on the other side.

ITEM	20
MANAGER'S REPORT NO.	17
COUNCIL MEETING	93/03/22

It is Council's view that the designation of Lougheed Mall as a common zone and introduction of a zone specific Fare Card would effectively implement the fare zone boundary change without requiring major changes to the fare system. However, as the Commission has requested an overall review of the fare system Council would like to take this opportunity to propose a more comprehensive solution which would address a number of issues in addition to the fare zone boundary problem. This second option would allow the fare zone boundary to be moved to North Road without the need to introduce a zone-specific one zone FareCard or to create higher fares for Coquitlam to SFU trips. As part of an overall restructuring of the fare system Council would request the Commission to seriously consider a two zone fare system with Zone 2 as a common zone. Under this system trips from the inner suburbs of Burnaby, North Shore and Richmond to Vancouver and trips from the outer suburbs of Surrey, Delta, Langley and Maple Ridge to these inner suburbs would be subject to a one zone fare instead of a two zone fare. A zone specific one zone fare card would not be required as trips from Coquitlam to Burnaby would all be one zone trips. Moreover from a revenue perspective it is Council's view that the reduction in fares for two zone commuter trips could be balanced by increased ridership to maintain system revenue.

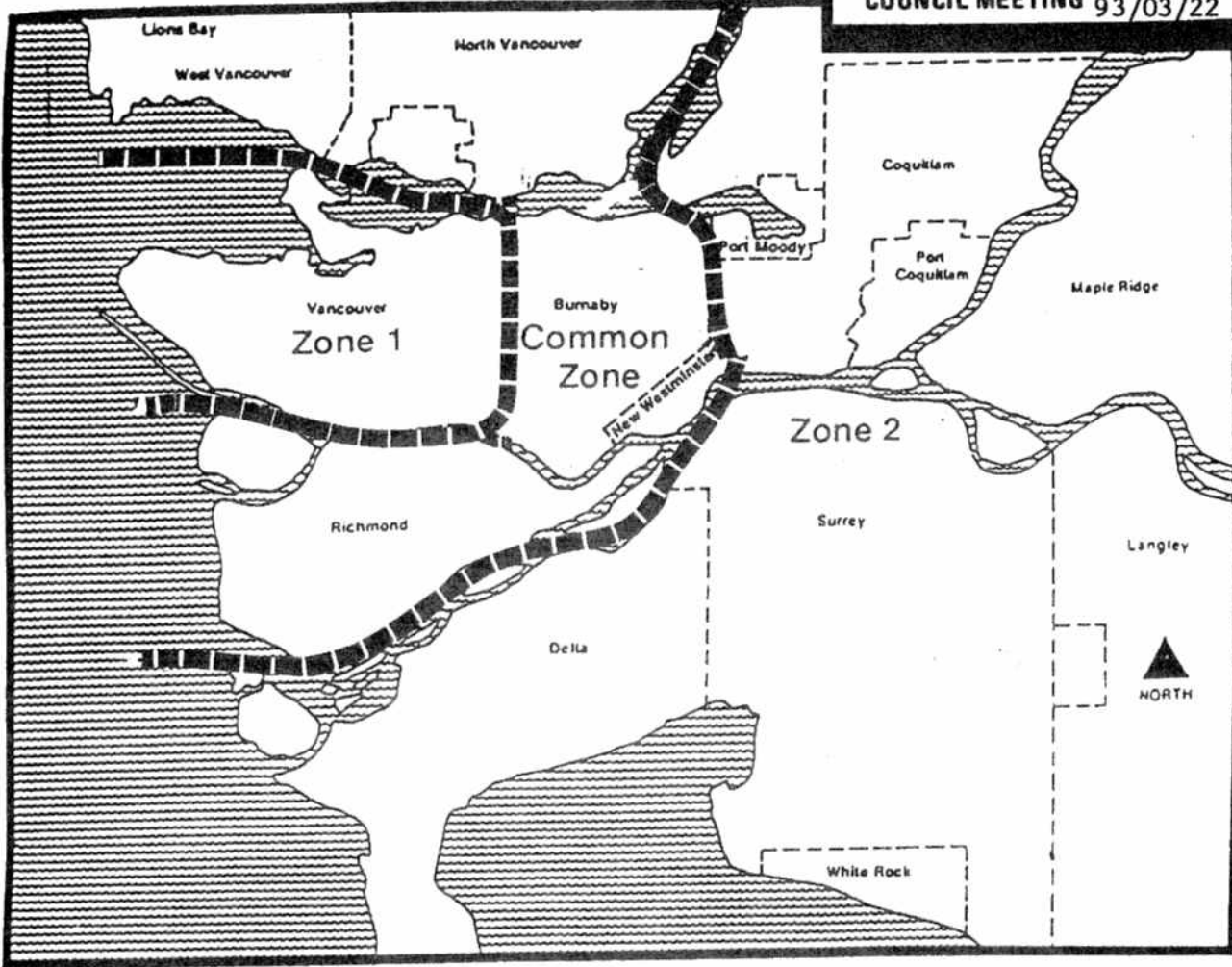
More importantly however, this change in the fare system would assist BC Transit to attract more of the suburb to suburb commuter trips which the current three zone system discourages. Transit is currently losing market share to the single occupant private vehicle partly by not appealing to suburb to suburb commuter trips. As these are the largest and fastest growing segment of commuter trips transit must consider service changes and a fare structure to attract these trips or face the prospect of a declining market share as forecast by the GVRD.

Although not of direct interest to Burnaby, Council would also point to the potential to extend the common zone concept to incorporate a fourth fare zone in Langley and Maple Ridge. Under this approach the adjacent fare zone (Zone 3) would be a common zone for Zone 4 transit riders. Under this structure Zone 4 riders would pay only a three zone fare to Vancouver and a two zone fare to Burnaby, thus reducing the fare impact to these riders of adding a fourth zone and further encouraging suburb to suburb trips. A fare system based on common zones would allow trips into an adjacent zone to pay a one zone fare instead of the two zone fare and reduce the multi-zone fares which discourage suburban ridership. As a participant in a growing Region, Council would strongly advise the Commission consider this form of restructuring as a way to adapt the fare system to future travel demands.

In conclusion, Council would emphasize that the fare system is in need of restructuring to eliminate past inequities, recognize current travel demands and adapt to future regional growth. Council would therefore request that the Commission direct B.C. Transit staff to finally recognize the legitimate concerns of the City of Burnaby and relocate the fare zone boundary to North Road in the context of a more comprehensive restructuring of the zone fare system. Thank you for your attention.

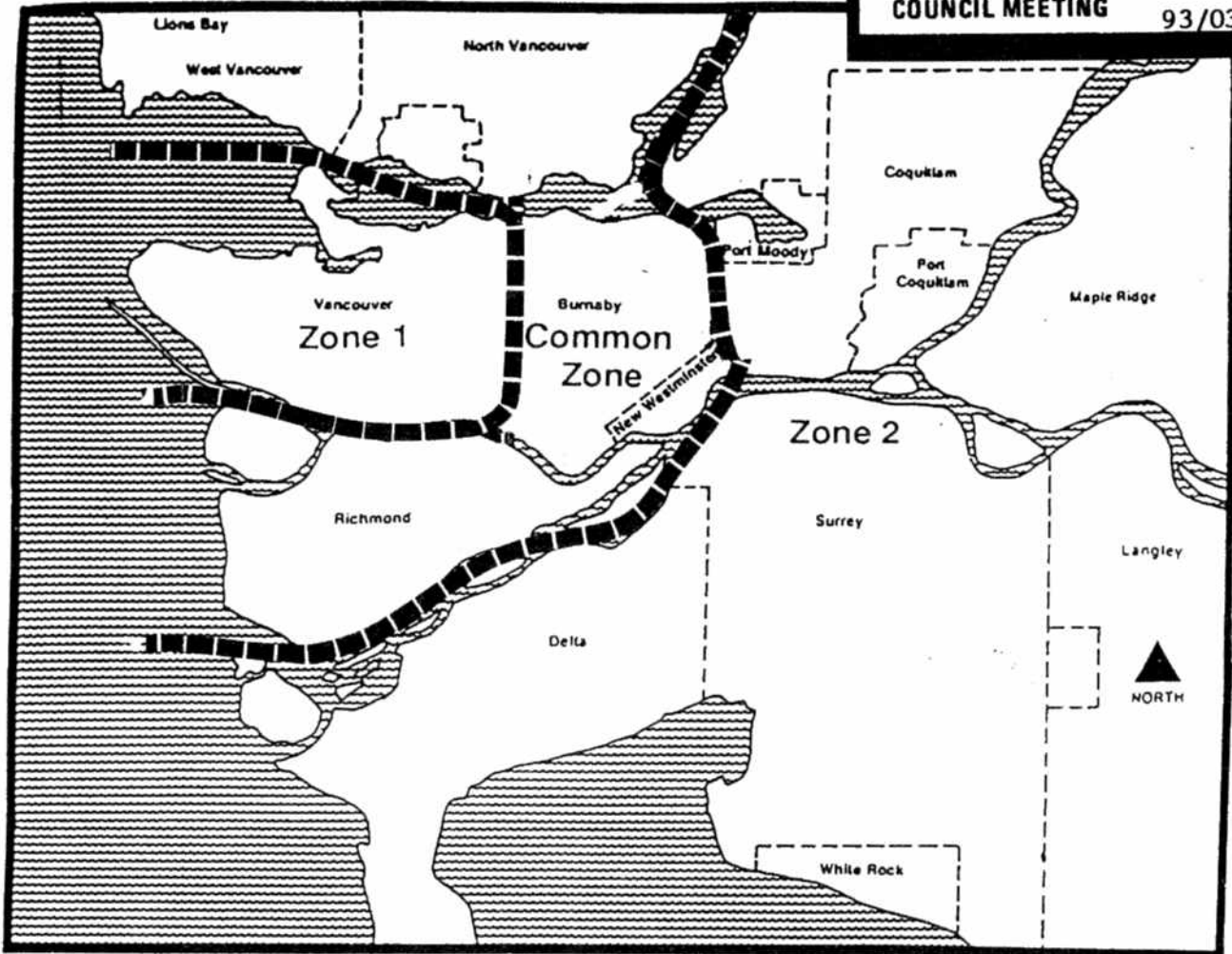
Two Fare Zone System
(With Common Zone)

ITEM	20
MANAGER'S REPORT NO.	17
COUNCIL MEETING	93/03/22



Two Fare Zone System
(With Common Zone)

ITEM	20
MANAGER'S REPORT NO.	17
COUNCIL MEETING	93/03/22



6

7

8