

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRANSPORTATION AND TRANSIT DIVISION)

HIS WORSHIP, THE MAYOR
AND COUNCILLORS

Re: B.C. Transit Report on Least Productive
Bus Routes

RECOMMENDATION:

1. THAT a copy of the report be forwarded to Mayor L. Traboulay, Chairman, Vancouver Regional Transit Commission.

R E P O R T

The Traffic and Transportation Committee (Transportation and Transit Division), at its meeting held on 1993 April 14, adopted the attached staff report reviewing the implications for Burnaby of the B.C. Transit report entitled "Critical Route Review - Analysis of Least Productive Routes."

Respectfully submitted,

Members:

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

Councillor D. Evans
Chairman

Councillor D. Lawson
Member

Councillor C. Redman
Member

Councillor J. Young
Member

:-COPY - CITY MANAGER
- A/DIRECTOR PLNG. & BLDG.

TO: CHAIR AND MEMBERS 1993 APRIL 07
TRAFFIC AND TRANSPORTATION COMMITTEE
(TRANSPORTATION AND TRANSIT DIVISION) OUR FILE: 08.211

FROM: ACTING DIRECTOR PLANNING AND BUILDING

SUBJECT: BC TRANSIT REPORT ON LEAST PRODUCTIVE BUS ROUTES

PURPOSE: To review the implications for Burnaby of the BC Transit report entitled "Critical Route Review - Analysis of Least Productive Routes."

RECOMMENDATION:

1. THAT a copy of the report be forwarded to Mayor L. Traboulay, Chairman, Vancouver Regional Transit Commission.

R E P O R T

1.0 BACKGROUND

At its meeting held on 1993 March 02, Council referred to the Traffic and Transportation Committee a report from B.C. Transit entitled Critical Route Review - Analysis of Least Productive Routes for review. In response to this referral, the Traffic and Transportation Committee (Transportation and Transit Division) adopted a motion that staff prepare a report regarding B.C. Transit's analysis of the least productive routes in Burnaby.

This report is written in response to this direction of the Committee.

2.0 CRITICAL ROUTE REVIEW

Each year BC Transit prepares a ridership and performance review of all routes in the system. Routes which fall below the Commission's ridership and route performance criteria are further investigated as part of an annual Critical Route Review.

The Critical Route Review identifies the worst 10% of routes in the system based on two criteria: passengers per hour and cost per boarding. Based on this analysis sixteen routes were identified as the poorest performers including 8 routes in Surrey, 3 in Burnaby, 3 in Richmond, 1 in Delta and 1 in Langley as shown in Table 1 *attached*.

3.0 IMPLICATIONS FOR BURNABY

The routes in Burnaby identified as poor performers include the following:

- i) 140 Kootenay Loop - operating through Burnaby Heights from the Kootenay Loop via Boundary, Eton, Gilmore, Hastings to Kootenay Loop as shown in Figure 1 *attached*.
- ii) 141 Kootenay Loop - follows the reverse of the #140 (Figure 2 *attached*).
- iii) 139 Kootenay Loop - as shown in Figure 3 *attached* operates from the Kootenay Loop via Hastings, Gilmore, Eton and back to Hastings via Willingdon.

All of these poor performing routes in Burnaby are local routes serving the Burnaby Heights area. The ridership potential of these routes is limited by the restricted service area and the lack of access to major destinations in Burnaby.

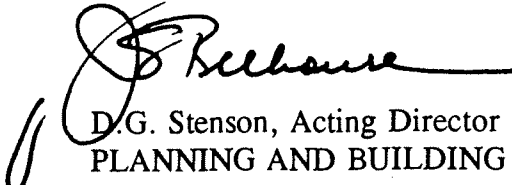
As part of the route changes in the North Burnaby Transit Service Proposals approved by Council all three of these routes will be replaced by a new service the #131 (see Figure 4 *attached*). This new route will operate from Kootenay Loop via Boundary, Eton, Willingdon, Hastings and Gilmore to Brentwood Transit Exchange and via Willingdon and Canada Way to City Hall thence via Canada Way, Burriss, Oakland and Edmonds to Edmonds SkyTrain station.

By providing superior service to a broader variety of destinations the new route is expected to be more productive than current routes serving the Burnaby Heights area.

The Critical Route Review recommends no further remedial action on these routes as they will be replaced by the new service. This conclusion is confirmed by correspondence from BC Transit with regard to the 1993/94 Annual Service Plan (*Attachment A*).

4.0 CONCLUSION

As a result of the Critical Review of Least Productive Routes undertaken by BC Transit three routes in Burnaby were identified as poor performers. Further action however has not been taken to discontinue or otherwise alter these routes as all three routes will be changed as part of the North Burnaby Transit Service Proposals. It is therefore recommended that no further action by the City of Burnaby need be taken.


D.G. Stenson, Acting Director
PLANNING AND BUILDING

March 3, 1993

Mr. Sid Cleave
Committee Secretary
City of Burnaby
4949 Canada Way
Burnaby, BC
V5G 1M2

Dear Mr. Cleave:

Re: 1993/94 Annual Service Plan

I am responding to your letter of February 11, 1993, containing Council's request for more information on the impact of the 1993/94 Annual Service Plan on bus service in Burnaby.

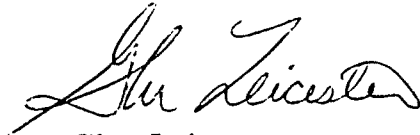
As noted in your report, the Vancouver Regional Transit Commission approved Option #1: "maintain the status quo for fiscal year 1993/94, with some resources to be reallocated from low demand to high use areas resulting in improved overall efficiencies and cost effectiveness".

Arising out of the adopted plan of action for 1993/94, staff submitted a report to the Commission at their February 10, 1993 meeting entitled "Critical Route Review, Analysis of Least Productive Routes", a copy of which is attached. I would note that the Critical Route Review has been sent to all affected municipalities including the City of Burnaby for their comment. This report identified the worst 10% routes in the system in terms of productivity and cost effectiveness, and recommends specific remedial actions. Three Burnaby bus routes are included in the report. These are the routes currently operating in the Burnaby Heights neighbourhood: the #139, #140, and #141. As these routes are proposed to be changed as part of the North Burnaby Plan, the Critical Route Review therefore recommends no other action.

Aside from the routes identified in the Critical Route Review, several other Burnaby routes were identified as poor performers. These include the #114, #115, #131 & 132. Again, because we plan major changes for Burnaby, we do not propose specific remedial actions at this time. Council should know we monitor all our services regularly to determine where additional resources may be required, or conversely, where service is performing below the Commission's guidelines. This is done on an ongoing basis, and remedial action may be taken as part of the quarterly service adjustments. If any major change is required on a specific route, we do advise the concerned city or municipality prior to recommending changes to the Commission.

I trust this is satisfactory. If you have any further questions, you may wish to call Mr. Jim Prokop, Acting Manager, Service Planning, at 264-5802.

Yours truly,

A handwritten signature in cursive script, appearing to read "Glen Leicester".

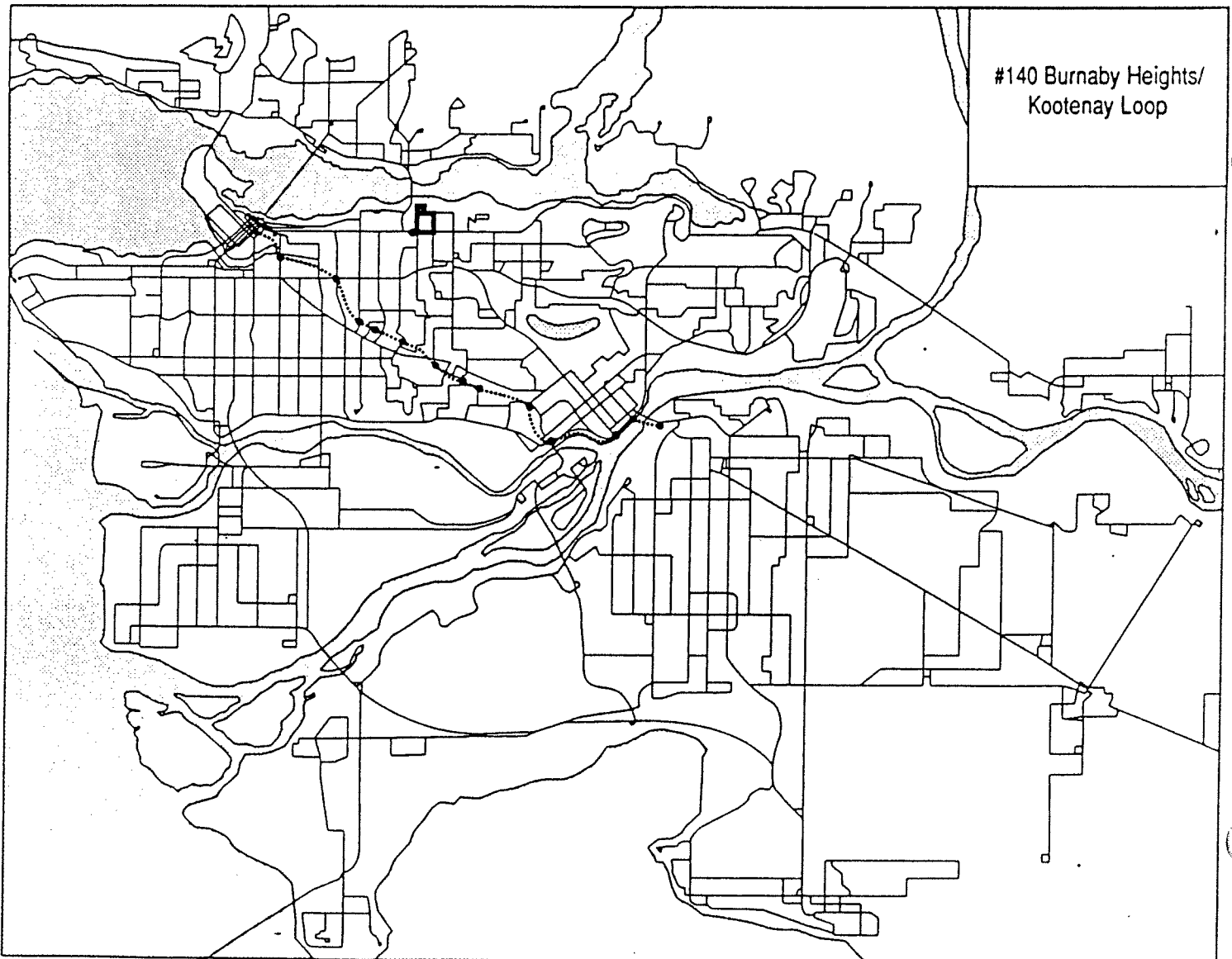
Glen Leicester
Acting V/President, Planning & Marketing

PBN/lrh

140 Kootenay Loop

Performance Summary		
	1991/92	Current
Boardings per Hour	15.6	NA
Cost per Boarding	\$5.12	NA

Trip by Trip Analysis			
Route analysed as part of North Burnaby Transit Area Plan			
Loop			Total
Lv Kootenay Loop	Max Load	Total Pass	
Daily Passengers		NA	NA



141 Kootenay Loop

Performance Summary		
	<u>1991/92</u>	<u>Current</u>
Boardings per Hour	15.6	NA
Cost per Boarding	\$5.12	NA

Trip by Trip Analysis			
Route analysed as part of North Burnaby Transit Area Plan			
Loop			Total
Lv Kootenay Loop	Max Load	Total Pass	
		NA	NA

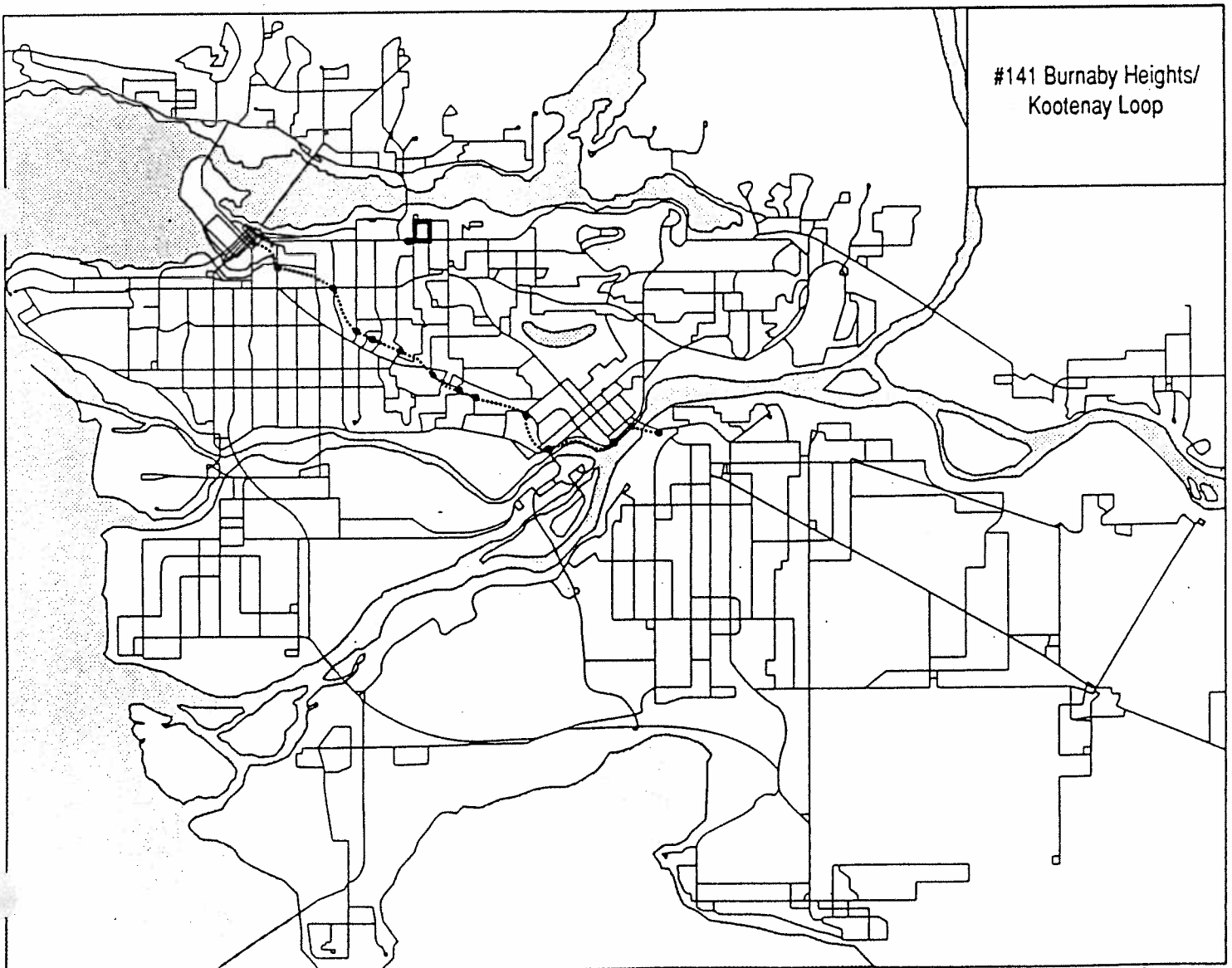


FIGURE 2

139 Burnaby Heights / Kootenay Loop

Performance Summary		
	1991/92	Current
Boardings per Hour	12.1	NA
Cost per Boarding	\$6.60	NA

Trip by Trip Analysis			
Route analysed as part of North Burnaby Transit Area Plan			
Loop			Total
Lv Kootenay Loop	Max Load	Total Pass	
Daily Passengers		NA	NA

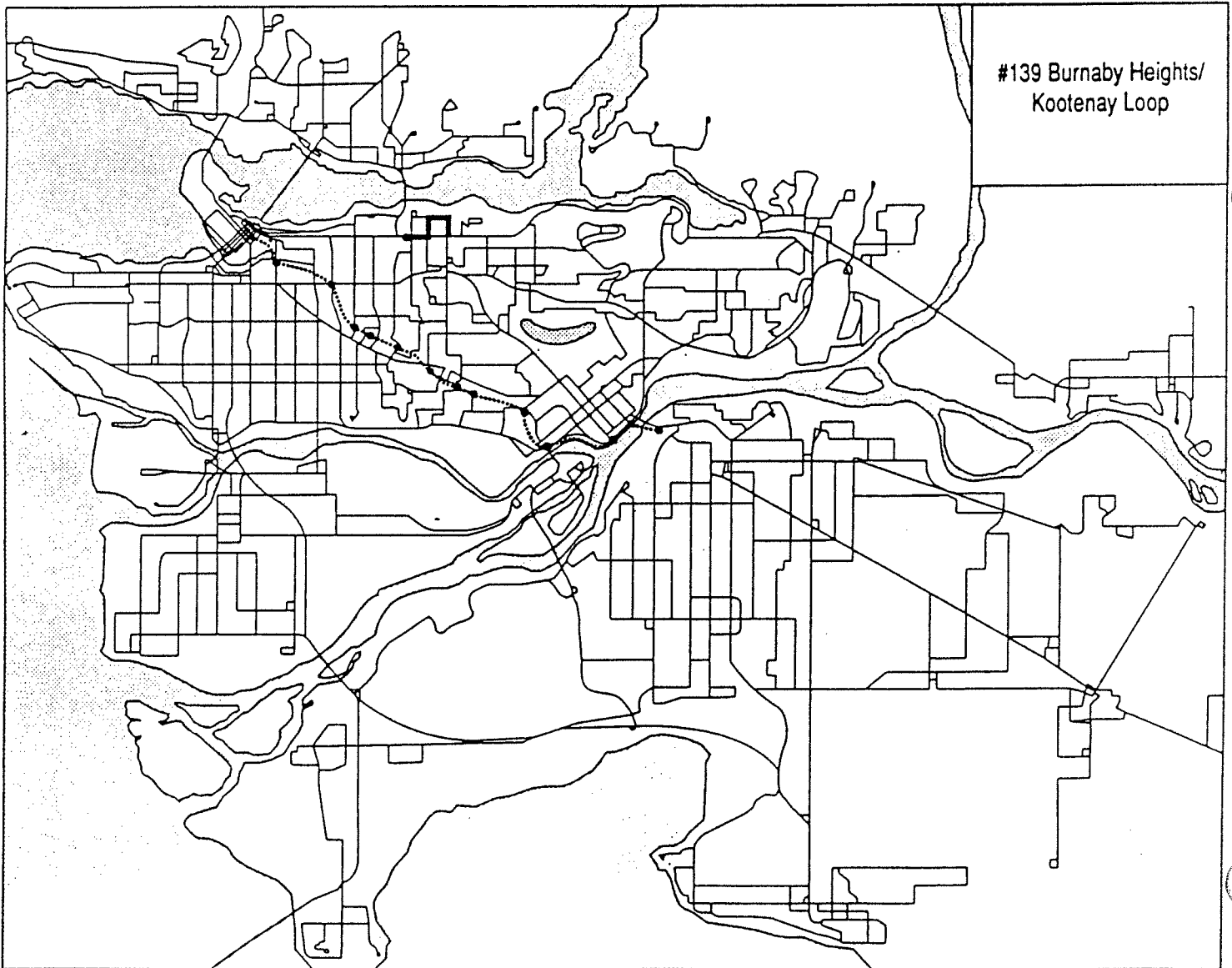
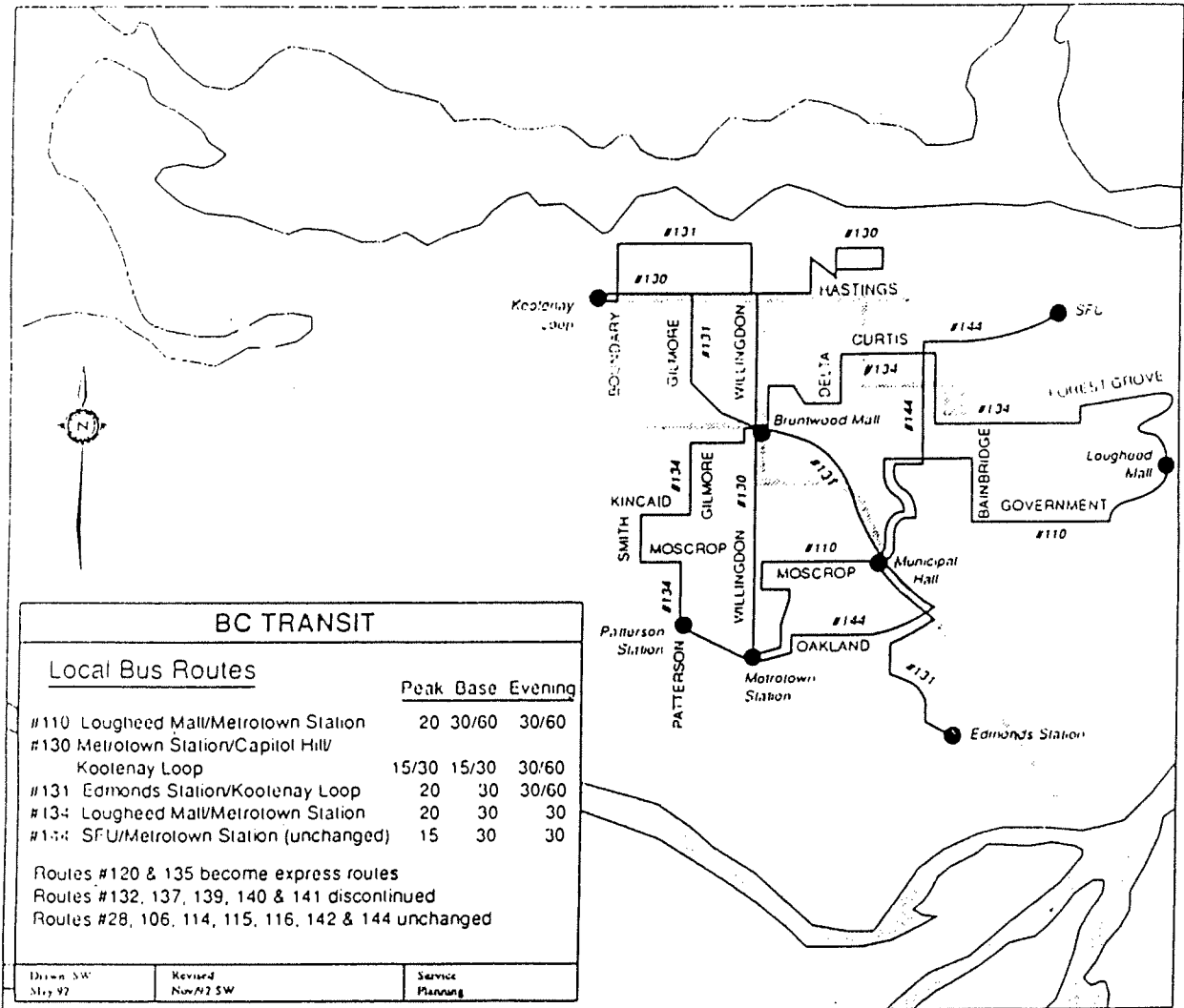


FIGURE 3



Date:
 APRIL 7, 1993

Scale:

Drawn By:

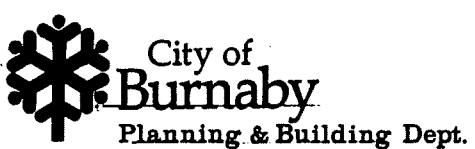


FIGURE 4

#131 LOCAL BUS SERVICE

