

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE  
(TRANSPORTATION AND TRANSIT DIVISION)

HIS WORSHIP, THE MAYOR  
AND COUNCILLORS

Re: Transit Service to Burnaby General Hospital

RECOMMENDATION:

1. THAT a copy of this 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 November 10, adopted the attached staff report recommending a course of action to improve bus service to Burnaby General Hospital.

Members:

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

Respectfully submitted,

Councillor D. Evans  
Chairman

Councillor D. Lawson  
Member

Councillor C. Redman  
Member

Councillor J. Young  
Member

:COPY - CITY MANAGER  
- DIRECTOR PLANNING AND BUILDING  
- DIRECTOR ENGINEERING

TO: CHAIRMAN AND MEMBERS  
TRAFFIC & TRANSPORTATION COMMITTEE  
TRANSPORTATION & TRANSIT DIVISION

1993 OCTOBER 06

FROM: DIRECTOR PLANNING & BUILDING

OUR FILE: 08.211

SUBJECT: TRANSIT SERVICE TO BURNABY GENERAL HOSPITAL

Purpose: To advise the Committee on options to provide transit service between Burnaby General Hospital and Metrotown.

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**RECOMMENDATION:**

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

**REPORT**

**1.0 INTRODUCTION**

At the regular meeting of the Traffic and Transportation Committee (Transportation and Transit Division) held on 1993 July 15, the Committee expressed concern regarding the lack of bus service to Burnaby General Hospital. Arising from the discussion, the Committee adopted a motion that staff prepare a report regarding the alternatives for extending bus service to Burnaby General Hospital. This report is written in response to the direction of the Committee.

**2.0 CURRENT BUS SERVICE TO BURNABY GENERAL HOSPITAL**

Bus service is currently provided by the #28 which operates between Phibbs Exchange in North Vancouver to Kootenay Loop and Joyce Station via the Second Narrows Bridge, Hastings, Boundary, Laurel, Smith, Burke, Boundary and Vanness, as shown in Figure 1 *attached*. This routing brings transit to within 1 block of Burnaby General Hospital with a service frequency of 15 minutes during the day and 30 minutes at night.

Although the #28 operates in Burnaby and Vancouver to approximately the same extent, the terminus at Joyce Station in Vancouver reduces its attractiveness for Burnaby residents. As it does not provide a direct connection to Metrotown, a major population centre in Burnaby and the major transfer point for South Slope services, South Burnaby residents are not provided with a direct connection to Burnaby General Hospital, the largest health care facility in the City.

### **3.0 OPTIONS FOR BUS SERVICE TO BURNABY GENERAL HOSPITAL**

#### **3.1 Objectives**

Improvements to bus service to Burnaby General Hospital should achieve three key objectives as follows:

- (i) a connection to Metrotown to provide access from a major population centre in Burnaby and to permit transfers from other bus routes serving the South Slope.
- (ii) a connection to Brentwood Transit Exchange as a major transfer point serving North Burnaby.
- (iii) a direct connection to SkyTrain as a regional transit service providing access to non-Burnaby residents using the hospital.

#### **3.2 Service Options**

Two possible service options are proposed to meet the objectives including the following:

- (i) Extend the #28 bus service from its current terminus at Joyce Station to Metrotown Station.

The #28 bus service operating from Phibbs Exchange in North Vancouver via Kootenay Loop and Boundary Road to Burnaby General Hospital and ultimately Joyce Station could be extended to Metrotown Station. An extension of this route could provide direct and frequent service between Burnaby General Hospital and Metrotown. The extended route could operate from Joyce Station via Vanness, Boundary, Kingsway, Grange, McKay and Central Boulevard to Metrotown Station as shown in Figure 2 *attached*.

This service option would meet the two objectives of providing a direct connection to SkyTrain and to Metrotown, but would not connect to Brentwood Transit Exchange. However, it would also avoid the unsafe left turn out from Vanness onto Boundary which prompted the current circuitous routing via Joyce, Boundary and Burke, and thus would not depend on future signalization of the intersection. As the #28 does operate in both Vancouver and Burnaby the question of whether a two zone fare would be applied to Burnaby riders destined for location in Burnaby was raised. In reviewing this matter with BC Transit it was concluded that Burnaby riders of the #28 with destinations in Burnaby would be subject to a two zone fare during peak periods even though the #28 travelled into and out of Vancouver enroute to their destination. In determining whether riders of the #28 pay a one zone or two zone fare BC Transit policy considers trips which cross the zone boundary once a one zone fare and trips which cross the zone boundary twice a two zone fare. As Burnaby riders travelling from Metrotown to Burnaby Hospital would cross into Vancouver and back into Burnaby they are deemed to cross the zone boundary twice and would therefore pay a two zone fare during peak hours.

- (ii) Reroute the #134 as part of the North Burnaby Transit Service Plan.

Currently the #134 operates from Lougheed Mall to Kootenay Loop via Broadway Avenue, Halifax, Holdom and Hastings, as shown in Figure 2 *attached*. The service changes proposed for implementation in the North Burnaby Transit Service Plan would involve rerouting the #134 from Lougheed Mall to Brentwood Mall then to Burnaby General Hospital via Dawson, Gilmore, Kincaid and Smith (Figure 2), thence to a terminus at Metrotown Station. The rerouted #134 is expected to provide a service frequency of 20 minutes during the peak period and 30 minutes during the midday and evening.

Implementation of the North Burnaby Transit Service Plan including the #134 rerouting achieves all of the objectives for service to Burnaby General Hospital including providing direct connections to Metrotown, SkyTrain and Brentwood in addition to Lougheed Mall. In this respect, most of Burnaby would be provided with a direct transit connection to Burnaby General Hospital. The implementation of the #134 service would not raise questions about fare policy as the route does not cross zone boundaries.

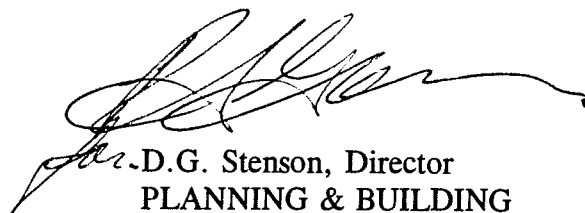
**3.3 Evaluation of Service Options**

Of the two options proposed for improving service to Burnaby General Hospital, the rerouting of the #134 has the advantage of serving a larger area of Burnaby than the #28. The extension of the #28 would provide a direct connection to Metrotown, but this route primarily serves Western Burnaby and would not access other parts of the City except by transfer. While changes to both these existing bus routes would provide better service to Burnaby General Hospital the proposed new #134 bus route would provide transit access to the Hospital from a larger area of Burnaby and would not be subject to a two zone fare during peak periods.

Extension of the #28 to Metrotown Station, however, should continue to be pursued to provide improved service to Metrotown and the Grange Street apartment area, and direct service to the North Shore.

**3.4 Conclusion**

Implementation of the North Burnaby Transit Service Plan, which includes the #134 rerouting, has been delayed for almost a year and is not expected to be achieved until 1994 April at the earliest. In view of the prospect of further postponements, it is suggested that the Committee urge BC Transit to proceed immediately with an extension of the #28 to Metrotown Station to fulfil a longstanding need for a direct connection between Metrotown and the Burnaby General Hospital. Extending the #28 to Metrotown may not add significantly to the operating costs of the #28 service relative to the costs of the current circuitous routing to avoid the left turn from Vanness to Boundary Road. As signalization of the intersection, which would allow a reinstatement of the original routing is not supported by Council, it may be prudent for BC Transit to favourably consider the extension of the #28 to Metrotown, rather than perpetuate the current inefficient routing. Concurrently, with extending the #28 the Committee should actively pursue implementation of the North Burnaby Transit Service Proposals including the new #134 bus service.

  
D.G. Stenson, Director  
PLANNING & BUILDING

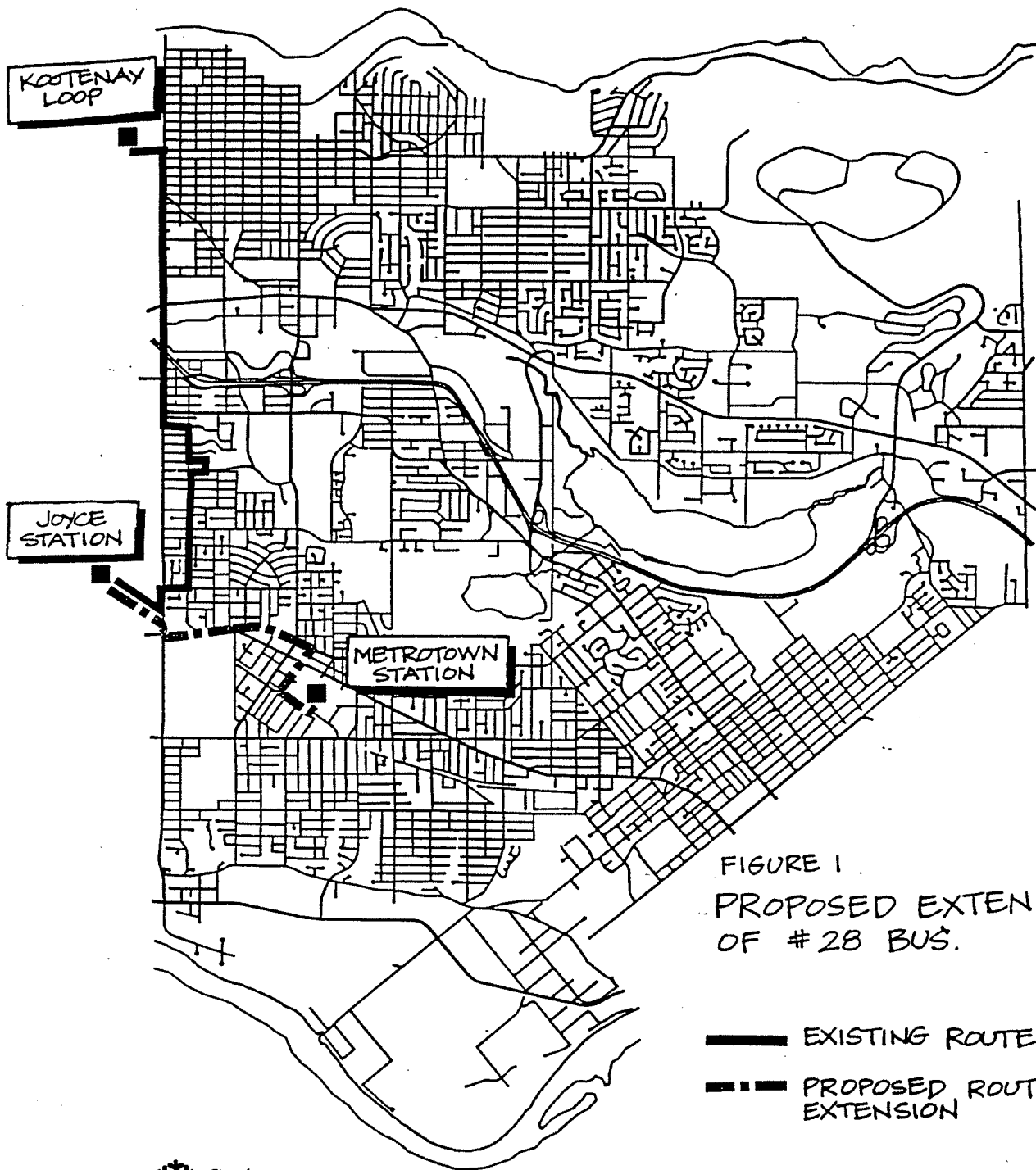


FIGURE 1  
 PROPOSED EXTENSION  
 OF #28 BUS.

- EXISTING ROUTE
- - - PROPOSED ROUTE EXTENSION



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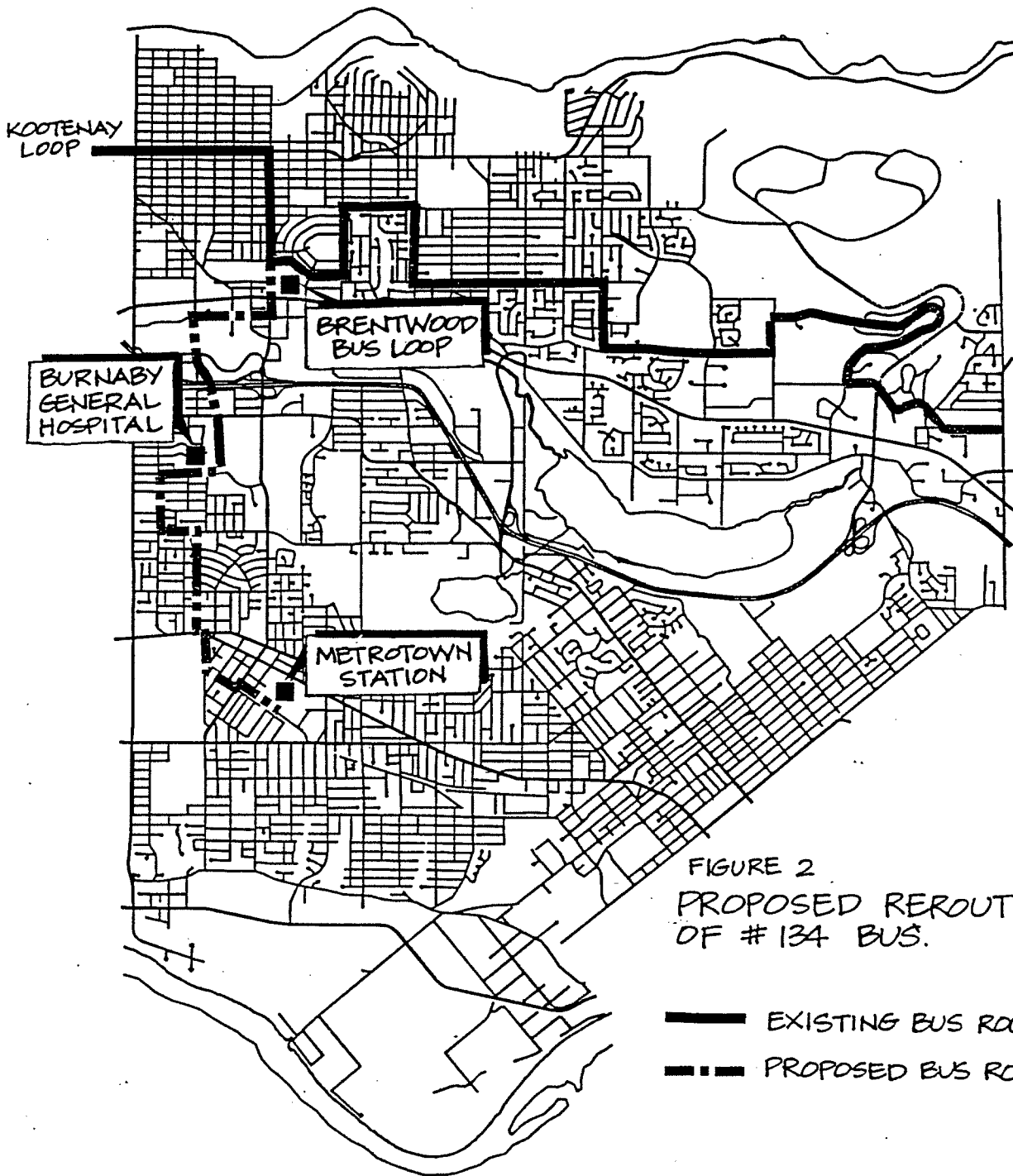


FIGURE 2  
 PROPOSED REROUTING  
 OF #134 BUS.

- EXISTING BUS ROUTE
- - - PROPOSED BUS ROUTE



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