

REPORT
Regular Council Meeting
1993 February 08

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRANSPORTATION AND TRANSIT DIVISION)

HIS WORSHIP, THE MAYOR
AND COUNCILLORS

Re: North Burnaby/Hastings Street Service Proposals

RECOMMENDATION:

1. THAT Council approve the changes to North Burnaby transit services as outlined in this report.

REPORT

The Traffic and Transportation Committee (Transportation and Transit Division), at its meeting held on 1993 January 21, adopted the attached staff report outlining the proposed changes to transit services in North Burnaby.

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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AGENDA - 1993 FEBRUARY 08

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- DIRECTOR PLANNING & BUILDING

TO: CHAIRMAN AND MEMBERS 1992 DECEMBER 10
TRAFFIC AND TRANSPORTATION COMMITTEE

FROM: ACTING DIRECTOR PLANNING & BUILDING OUR FILE: 08.211

SUBJECT: NORTH BURNABY/HASTINGS STREET SERVICE PROPOSALS

PURPOSE: To outline the proposed changes to transit services in North Burnaby for the consideration of the Traffic and Transportation Committee.

RECOMMENDATION:

1. **THAT** the Traffic and Transportation Committee approve the changes to North Burnaby transit services as outlined in this report.

REPORT

1. **INTRODUCTION**

At its regular meeting of 1992 May 13, the Traffic and Transportation Committee received a verbal report from B.C. Transit on proposals for changes in North Burnaby transit services. The Committee was apprised of options for transit service changes which were to be submitted for public comment. Public open houses were held by B.C. Transit in 1992 May which reviewed three options for major restructuring of North Burnaby transit services including the introduction of new express services from Burnaby to downtown Vancouver and improvements to local services.

This report reviews these service improvements for the consideration of the Committee.

2. **NORTH BURNABY TRANSIT AREA PLAN 1989**

2.1 **Outstanding Issues**

In 1989 March, B.C. Transit submitted for Council consideration a draft Area Plan for North Burnaby Transit Services. Subsequently in a brief submitted to the Vancouver Regional Transit Commission in 1989 June, Council identified a number of issues which were not fully addressed by the North Burnaby Transit Area Plan including the following:

- (i) to develop proposals for more direct express bus services from North Burnaby to Vancouver for inclusion in the Annual Service plan for 1990/91 or 1991/92
- (ii) in cooperation with Burnaby staff, to conduct a study of the costs and benefits of the trolley overhead extension from Boundary Road via Lougheed Highway to Brentwood Town Centre
- (iii) in conjunction with Burnaby staff, to assess the transit routing and road improvements required to provide improved transit access to the Deer Lake Cultural/Arts Centre
- (iv) to consider a revision to the fare zone boundary to coincide with the municipal boundary along North Road except to include the Lougheed Mall Transit Exchange
- (v) to develop a more responsive process to address transit issues in the municipality.

Council approval of the North Burnaby Transit Area Plan was contingent on the capability of the Plan to satisfactorily address these issues. Subsequently, some progress was made towards resolving these issues but the proposals in the North Burnaby Transit Area Plan were not fully implemented in subsequent Annual Service Plans within the projected time frame from 1990 to 1992. Finally in 1992, the North Burnaby/Hastings Street Service Proposals were brought forward. The current proposals however will have to be assessed in the context of the outstanding issues identified in Council's response to the 1989 North Burnaby Transit Area Plan.

2.2 Current Status

2.2.1 Express Bus Services

In response to the proposals contained in the 1989 North Burnaby Transit Area Plan Council noted that, as approximately 40% of all transit trips from North Burnaby were destined for Vancouver, there was a critical need for fast and convenient transit service to Vancouver. Currently North Burnaby is the only suburban area in the Region without a direct transit service to downtown Vancouver. Local bus services from North Burnaby are terminated at the Kootenay Loop requiring a transfer to the Hastings Express trolley service.

The North Burnaby/Hastings Street Service Proposals however represent a restructuring of North Burnaby transit services, which goes beyond the service changes proposed in the 1989 Area Plan. To a much greater extent, these proposals address Council's demand for more direct express bus services to Vancouver. As shown in Figure 1, three new express bus services would be introduced from North Burnaby to downtown Vancouver including the following:

- (i) direct express service (#14) along Hastings Street between SFU and downtown Vancouver.
- (ii) direct express service (#13) along Hastings Street from the Montecito area to downtown Vancouver.
- (iii) direct express service (#12) on Canada Way, Brentwood Transit Exchange and Broadway to downtown Vancouver.

In addition the #120 operating from New Westminster to downtown Vancouver via Canada Way, Brentwood and Hastings Street will be retained during peak periods.

These proposals for direct express bus service achieve a number of objectives, including eliminating the transfer at Kootenay Loop, providing direct transit links between the SFU Campuses on Burnaby Mountain and downtown Vancouver and providing direct service from Burnaby to the Broadway area.

2.2.2 Trolley Overhead Extension to Brentwood

The City of Burnaby has continued to pursue an extension of the Broadway trolley service from its current terminus at Boundary loop to the Brentwood Transit Centre. This extension was viewed as desirable to eliminate the #9 shuttle service currently operating between Brentwood and the Boundary Loop and thus provide a direct trolley service from Brentwood to Vancouver via Broadway to U.B.C.

The proposal for a diesel express service (#12) along Broadway from Brentwood to downtown Vancouver however largely addresses this requirement by eliminating the #9 Broadway shuttle and the resulting transfer at Boundary Loop. The proposed #12 service will also provide a faster service than that available from a trolley extension of the #9 Broadway which currently operates as a slower "all stop" local service.

In the longer term however, with the growth of the Brentwood Town Centre, the extension of local trolley service along Broadway to Brentwood is desirable and should continue to be pursued by the City.

2.2.3 Transit Access to the Deer Lake Cultural/Arts Centre

As attractions are added within the Deer Lake area including the Arts Centre and the Carousel, there will be a greater need for penetration of the area by transit. Currently all bus routes to the City Hall Deer lake area stop on the periphery at the City hall transit loop, which is some distance from the Arts Centre and Heritage Village.

To address this need, it is proposed that the City develop proposals to better serve the City Hall/Deer Lake area. These proposals would come forward as service refinements to the North Burnaby/Hastings Street Service changes.

These could then be considered for implementation as part of a subsequent service review after commencement of the new services in 1993 April.

2.2.4 North Road Fare Zone Boundary

The City of Burnaby has continued to pursue the relocation of the fare zone boundary from Gaglardi Way to coincide with the City boundary at North Road. In response to a recent submission to the Vancouver Regional Transit Commission by Council on 1992 December 02, the Commission has asked B.C. Transit staff for a report on Burnaby's proposal for a North Road fare zone boundary and the City of Vancouver proposal for a fourth fare zone. This is viewed as a significant advance from the previous position of the Vancouver Regional Transit Commission.

2.2.5 Responsive Process for Transit

In reviewing the North Burnaby Transit Area Plan in 1989, Council indicated the process for developing and presenting the Plan to Council was not responsive to the concerns of Council and the public. Over the past three years however, several changes to the process for municipal review of B.C. Transit proposals have been made to improve the process including the following:

- (i) a process for detailed review of service proposals by the Traffic and Transportation Committee prior to consideration by Council
- (ii) a process for review and submission to the Vancouver Regional Transit Commission of Council's views on the Annual Service Plan and the formulation of municipal requests by Burnaby
- (iii) a broader process for public input on B.C. Transit service changes.

Collectively these changes have substantially improved the climate for Council review of B.C. Transit proposals and have evolved at better working relationship between the City and B.C. Transit.

In reviewing the outstanding issues identified in the review of the previous North Burnaby Transit Area Plan, it would appear that substantial progress has been made in resolving these matters. Specifically, however, discussions on the Deer Lake service rerouting and the fare zone boundary issues can continue with greater potential for resolution. On this basis it is recommended that the North Burnaby/Hastings Street Service proposals could be considered for approval.

3. NORTH BURNABY/HASTINGS STREET SERVICE PROPOSALS

3.1 Service Options Considered

In 1992 May, B.C. Transit presented three options (Figure 5 a,b,c) for restructuring transit services in North Burnaby. Input was received from a variety of interested parties, including members of the Traffic and Transportation Committee, staff from the Cities of Burnaby and Vancouver, SFU staff, transit operators and the public. Public Open Houses were held at three locations: Brentwood Mall, SFU and the Confederation Community Centre.

Comments received from the public equally favoured both Options 1 and 2. The ICTU representing transit operators favoured Option 2 primarily because it retained the existing routing of the #120 via Willingdon and Hastings to downtown Vancouver rather than the Broadway routing.

The option recommended by B.C. Transit is a variant of Option 1, which addresses the concerns of bus operators by retaining peak period only service on the #120. In this respect, the option proposed in the North Burnaby/Hastings Street Service Proposals is one which best addresses the comments of the various interests.

3.2 Proposed Service Changes

3.2.1 Express Bus Services

As previously noted the North Burnaby/Hastings Street Service proposals incorporate new express routes linking major activity centres in Burnaby with the City of Vancouver (including downtown). The three express bus routes proposed would meet a number of long standing objectives for the North Burnaby transit services including:

- (i) an extremely high level of express transit service on Hastings provided by three routes during peak periods and two routes off peak
- (ii) a new express service on Broadway to downtown Vancouver which would eliminate the #9 Broadway shuttle service
- (iii) an express route from the Montecito area to downtown Vancouver responding to the Burnaby's request for express bus service originating from neighbourhoods in Burnaby
- (iv) an SFU to downtown Vancouver service as an initial step toward the ultimate extension of the trolley system along Hastings to SFU.

3.2.2 Local Bus Services

Complementing the new express bus services will be major improvements to the local bus network (Figure 3) within Burnaby. Many of these local bus re-routings respond to previously identified needs in the City of Burnaby including:

- (i) an upgraded service (#131) in Burnaby Heights providing service between Kootenay Loop, Confederation Centre and Brentwood Town Centre. This new route which replaces the #139/140 will also be extended to serve City Hall, Deer Lake area and Edmonds Station.
- (ii) rerouting of the #130 from the Bond/Nelson area and extension to provide improved local service from the Capitol Hill area via Willingdon to Brentwood and Metrotown Station.
- (iii) rerouting of the #134 currently operating between Lougheed Mall and Kootenay Loop to operate to Metrotown Station via Brentwood and Burnaby General Hospital. This rerouting addresses a long standing request for a connection between the Burnaby General Hospital and the town centres of Metrotown and Brentwood.

Most importantly however, the revisions to the local bus network will reorient local bus routes in a more north/south direction providing better connections with east/west express services at major intersections on Hastings and at town centres. In this respect, the local service revisions will better serve transit needs within Burnaby and provide faster connections to destinations outside Burnaby.

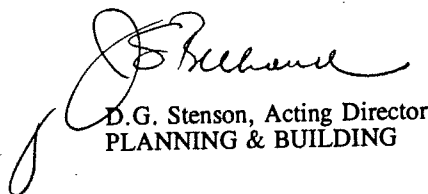
4. TIMING

The North Burnaby/Hastings Street Service Proposals are scheduled to be implemented in 1993 April with assured funding from the 1992/93 transit budget. To meet this schedule the Vancouver Regional Transit Commission must approve the service changes at its meeting on 1993 January with Burnaby Council consideration prior to the Commission meeting.

Meeting this schedule will ensure that the service proposals take advantage of approved funds within the 1992/93 budget. A delay in implementation to 1993 June or 1993 September would require that funding be approved in the 1993/94 budget.

5. CONCLUSION

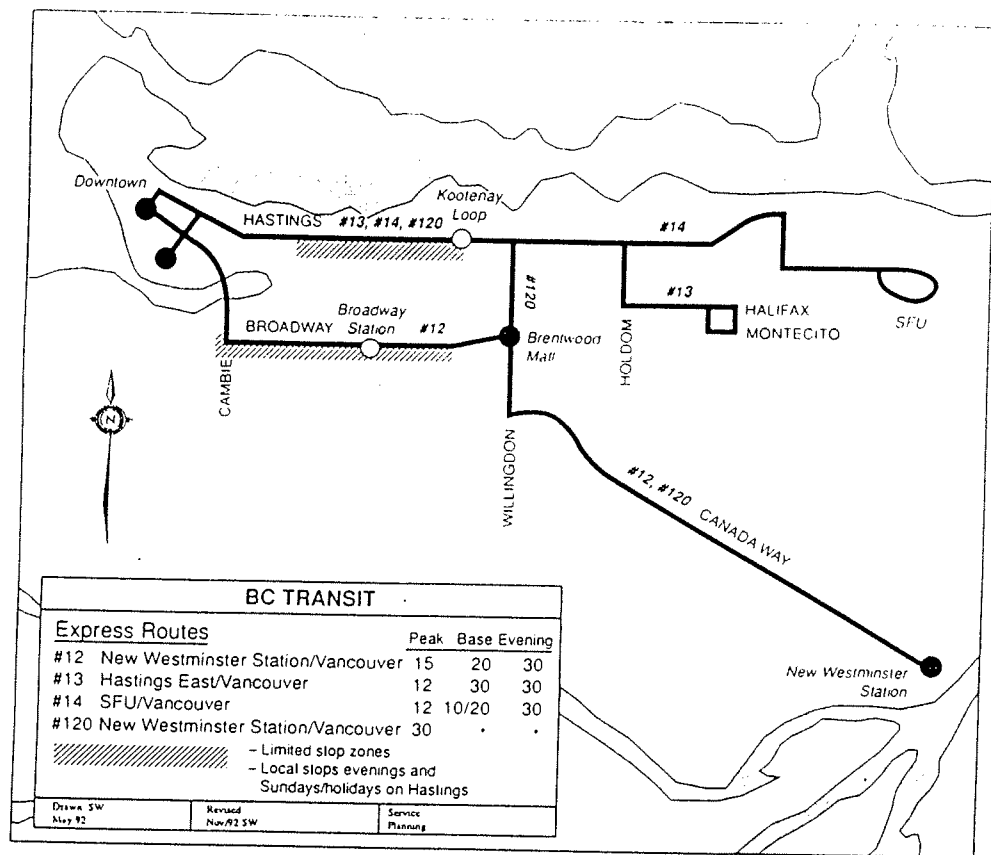
The North Burnaby/Hastings Street Service Proposals represent the most significant restructuring of the Burnaby transit network, since the introduction of Sky Train in 1986 and address a number of long standing requests for service improvements by Council and the public which have arisen in the interim. As such, the service proposals are a major advance toward developing a transit system which better meets the needs of the residents of Burnaby and builds towards further improvements in the nineties. It is therefore recommended that these proposals be approved.



D.G. Stenson, Acting Director
PLANNING & BUILDING

RG\cr

cc: Director Engineering



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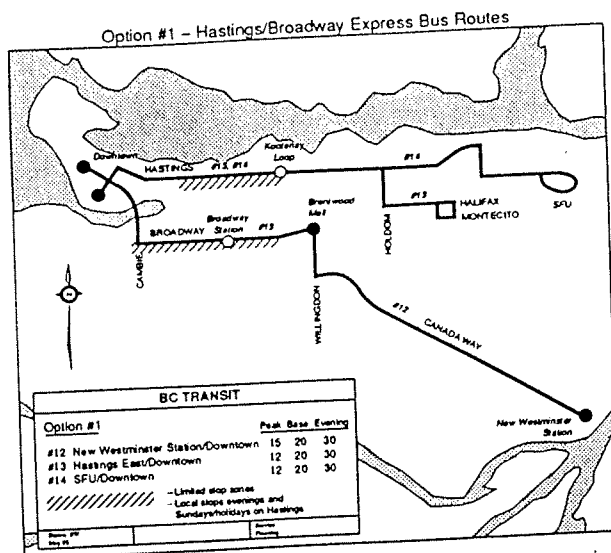
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HASTINGS / BROADWAY EXPRESS BUS ROUTES

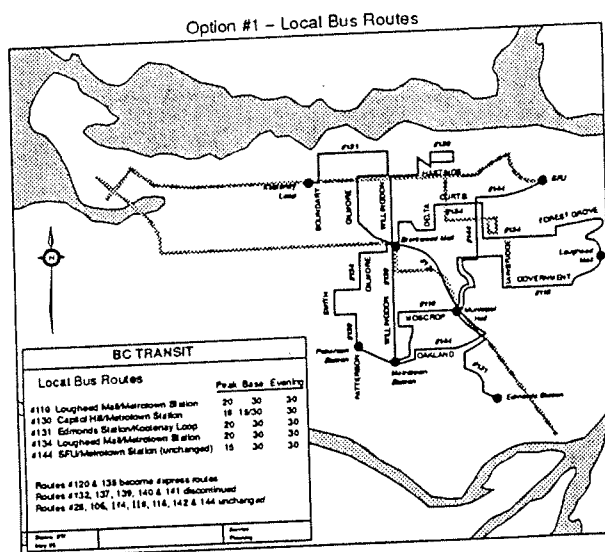
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FIGURE 1



- Direct buses from SFU (#14) and Montecito (#13) provide express service to downtown Vancouver via Hastings Street replacing Hastings Express bus.
- The #12 bus (formerly the #120) could provide express service via Broadway and Cambie, serving Central Broadway and replacing the Broadway extension bus.



- The #139, #140, and #141 service to Burnaby Heights would be replaced by the #131 which would provide north-south service connecting Burnaby Heights with Brentwood Mall, Municipal Hall, and Edmonds Station.
- The #130 would provide direct service between Capitol Hill, Brentwood Mall, and Metrotown.
- The #134 could provide residents in Brentwood Park, and Forest Hills with service that would connect Loughhead Mall, Brentwood Mall, Burnaby General Hospital, Patterson Station, and Metrotown.
- The #110 could serve residents in the Forglenn neighbourhood with direct service to Metrotown, Municipal Hall, and Loughhead Mall.

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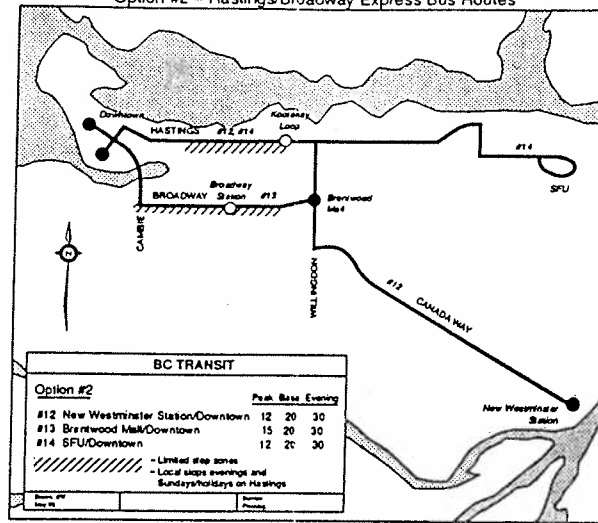
PRELIMINARY ROUTE OPTIONS

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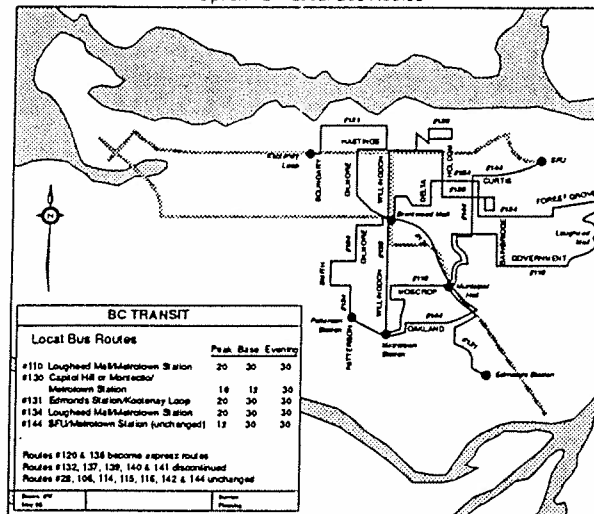
FIGURE 2A

Option #2 - Hastings/Broadway Express Bus Routes



- The #13 could provide a new express service that would connect Brentwood Mall, Central Broadway, and downtown Vancouver.
- Direct buses from SFU (#14) and Canada Way (#12) provide express service to downtown Vancouver via Hastings Street replacing the Hastings Express.

Option #2 - Local Bus Routes



- Residents in Capitol Hill and Montecito could have direct north-south service (#130) to Brentwood Mall, and Metrotown.
- The #134 could provide residents in Brentwood Park, and Forest Hills with service that would connect Lougheed Mall, Brentwood Mall, Burnaby General Hospital, Patterson Station, and Metrotown.
- The #131 could provide residents in Burnaby Heights with direct service to Brentwood Mall, Municipal Hall, and Edmonds Station.
- The #110 could provide residents in the Forgan neighbourhood with direct service to Metrotown, Municipal Hall, and Lougheed Mall.

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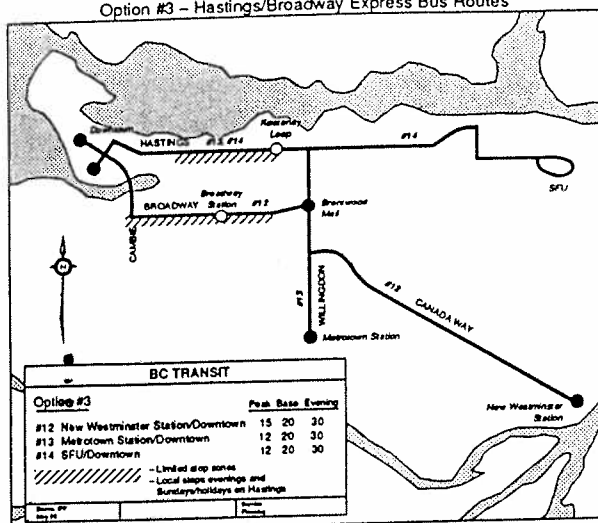
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PRELIMINARY ROUTE OPTIONS

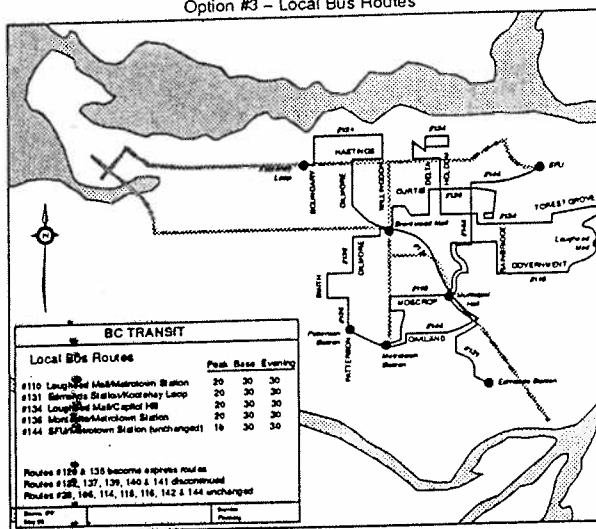
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Option #3 - Hastings/Broadway Express Bus Routes



- Direct bus service from SFU (#14) via Hastings Street and Metrotown via Willingdon and Hastings Street (#13) provide express service to downtown Vancouver.
- The #12 (formerly the #120) could provide express service via Broadway and Cambie, serving Central Broadway and downtown Vancouver.

Option #3 - Local Bus Routes



- Residents in Montebello would have direct north-south service (#136) connecting Brentwood Mall, Burnaby General Hospital, Patterson Station, and Metrotown.
- Residents in Capitol Hill, and Forest Hills could have direct service (#134) to Lougheed Mall.
- The #131 could provide residents in Burnaby Heights with direct service to Brentwood Mall, Municipal Hall, and Edmonds Station.
- The #110 could provide residents in the Forglan neighbourhood with direct service to Metrotown, Municipal Hall, and Lougheed Mall.

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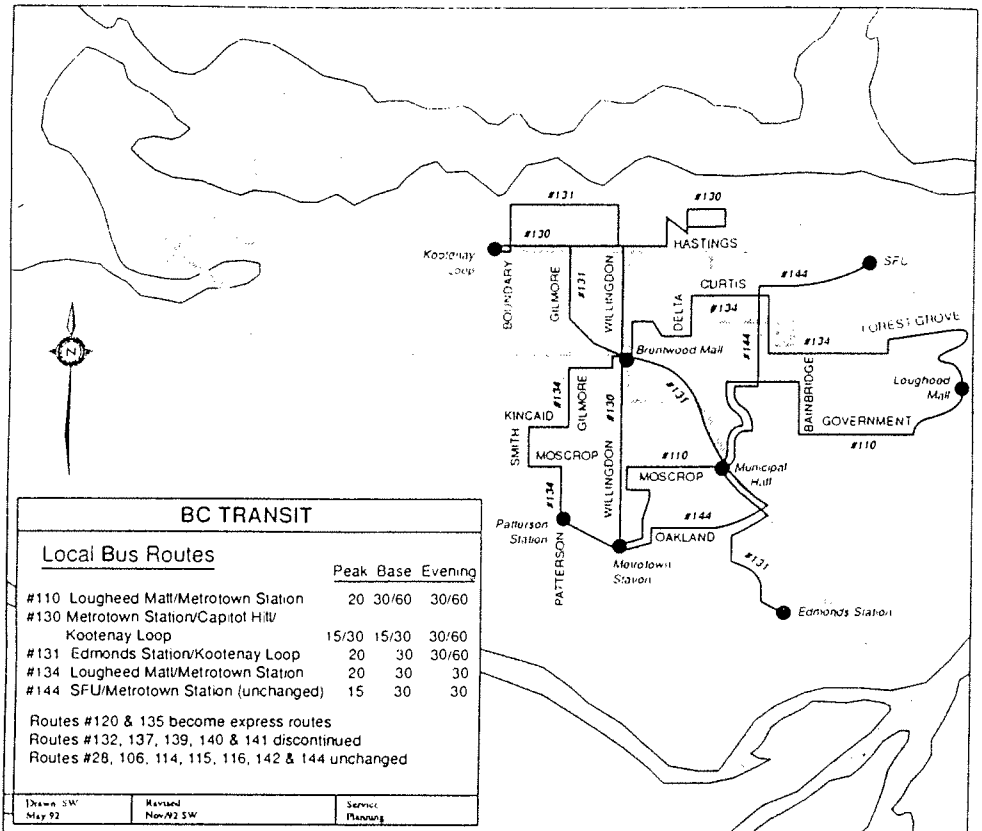
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PRELIMINARY
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FIGURE 2C



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NORTH BURNABY/ HASTINGS STREET SERVICE PROPOSALS LOCAL BUS ROUTES

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FIGURE 3

