

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRANSPORTATION AND TRANSIT DIVISION)

HIS WORSHIP, THE MAYOR
AND COUNCILLORS

Re: B.C. Transit 1993/94 Annual Service Plan

RECOMMENDATION:

1. THAT Council request B.C. Transit to provide more information on the impact on bus service in Burnaby of Option 1 as approved by the Vancouver Regional Transit Commission.

REPORT

The Traffic and Transportation Committee (Transportation and Transit Division), at its meeting held on 1993 January 21, adopted the attached staff report regarding the service option proposed in the 1993/94 Annual Service Plan from B.C. Transit.

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

INTERNAL DISTRIBUTION:

AGENDA - 1993 FEBRUARY 08

COPY - CITY MANAGER
- DIRECTOR ENGINEERING
- DIRECTOR PLANNING & BUILDING

TO: CHAIR AND MEMBERS
TRAFFIC AND TRANSPORTATION COMMITTEE
(TRANSPORTATION AND TRANSIT DIVISION)

1993 JANUARY 21

FROM: ACTING DIRECTOR PLANNING AND BUILDING

FILE: 08.111

SUBJECT: B.C. TRANSIT
1993/94 ANNUAL SERVICE PLAN

PURPOSE: To advise the Committee on the service options proposed in the 1993/94 Annual Service Plan from B.C. Transit.

RECOMMENDATION:

1. THAT the Traffic and Transportation Committee request B.C. Transit to provide more information on the impact on bus service in Burnaby of Option 1 as approved by the Vancouver Regional Transit Commission.

R E P O R T

1.0 BACKGROUND

At its regular meeting of 1993 January 11 Council received from B.C. Transit the 1993/94 Annual Service Plan for the Vancouver Regional Transit System. Subsequently the Annual Service Plan was referred to the Traffic and Transportation Committee for consideration.

This report provides a review of the 1993/94 Annual Service Plan for the information of the Committee.

2.0 ANNUAL SERVICE PLAN - DISCUSSION PAPER

In previous years a draft Annual Service Plan has been submitted to municipal councils for comment in the fall of the year after consideration by the Vancouver Regional Transit Commission. Contrary to previous practice, the 1993/94 Annual Service Plan was not available in the fall of 1992. Instead B.C. Transit distributed a Discussion Paper on the Annual Service Plan in 1992 October which was reviewed by the Committee and Council.

The Annual Service Plan Discussion Paper focussed on the need to adopt measures to respond to the issues of lower ridership growth and reduced revenues accruing from the economic recession. The Discussion Paper outlined the need to increase service efficiency through a three part program including the following measures:

- (i) revision to the Service Design Guidelines.
- (ii) reallocation of resources based on performance reviews of bus routes.
- (iii) enhancing the speed of bus services through bus priority measures and a review of bus stop spacing.

In response to the Discussion Paper the Committee and Council outlined its concern with the focus of the report on the efficiency and cost effectiveness of suburban, off-peak and evening bus services, and its implications for routes in Burnaby which did not meet B.C. Transit's standards for route productivity.

3.0 1993/94 ANNUAL SERVICE PLAN

3.1 Current Status

The Annual Service Plan notes the delay in forwarding the plan to municipalities as attributable to delays in finalizing the 1992/93 transit budget. As these delays have placed the Annual Service Plan two months behind schedule and allowed limited time to prepare the Plan, the following steps were taken:

- (i) specific service proposals were not developed. Instead six general service options were outlined to guide overall priorities for transit services.
- (ii) the Commission approved a specific option without providing opportunity for municipal comment.

3.2 Service Options

Each of the five service options in the Annual Service Plan is outlined as follows:

Option 1

Option 1 maintains the status quo, with very little change in the current distribution of services. Under Option 1, increased service would be allocated to routes experiencing overcrowding while some service reductions would take place on low usage routes.

Option 2

Focuses on improving peak period service in the City. The option would target choice riders who may be attracted to new routes such as express services or possibly a route on First Avenue. Under-utilized suburban services in the off-peak may be reduced or possibly eliminated.

Option 3

Proposes increasing peak period suburban services by targeting new market areas such as new express routes and suburb-to-suburb trips. Off-peak service reductions in the City would include reduced frequencies and some late night eliminations, which would impact riders who are transit dependent.

Option 4

Focuses on increasing off-peak urban service to provide a better level of comfort and convenience (i.e. reduced standing on some heavily used routes). Peak period suburban services could be reduced. This would include reduced frequencies and some service eliminations. This option has the potential to reduce peak commuter ridership.

Option 5

Proposes to expand off-peak suburban service to attract new riders where existing service levels are low. Reductions to frequent, heavily used services in the City however, would increase crowding, reduce schedule reliability and would likely reduce peak commuter ridership.

The Service Option approved by the Commission at its meeting of 1992 December 2 was Option 1 involving increasing service efficiencies on routes in the system. This option is compatible with the measures advanced in the Annual Service Plan Discussion Paper to enhance route performance and overall system productivity.

3.3 Evaluation of the Annual Service Plan

3.3.1 Application of Service Efficiencies

The 1993/94 Annual Service Plan appears to maintain the emphasis on improving route performance which was initiated in the Annual Service Plan Discussion Paper. However, the Annual Service Plan provides no details regarding the specific application of the objective of increasing service efficiencies on bus routes.

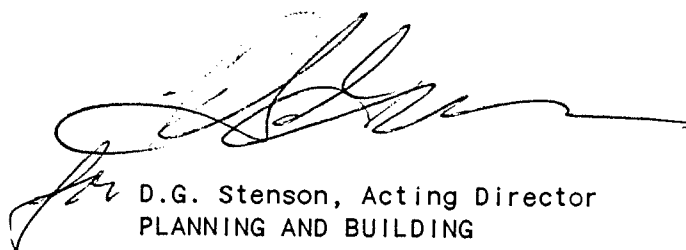
Recognizing that some transit routes in Burnaby are characterized by poor performance relative to the Service Design Guidelines, implementation of the objective of increasing route efficiency could affect bus routes in Burnaby. The City should ascertain from B.C. Transit the likely extent to which route efficiencies will be applied in Burnaby and the implications for specific routes.

3.3.2. Relationship to North Burnaby Service Proposals

The proposed improvements to North Burnaby bus services will not only provide better service to transit users but also improve service efficiency. The service proposals involve the introduction of limited stop express service in place of reductions in service on the #120 during the off-peak. In addition some poor performing local routes will be revised to serve more destinations and provide higher frequency service. These improvements are intended to provide a more effective service to attract transit riders. In this respect therefore the North Burnaby service proposals are fully compatible with the objective of improving service efficiency on the Vancouver Regional Transit System.

4.0 CONCLUSION

As the 1993/94 Annual Service Plan has been approved by the Vancouver Regional Transit Commission, municipal comment on the Plan is not being solicited by the Commission. The option approved by the Commission of increasing route efficiencies may have implications for bus routes in Burnaby. It would therefore be in the City's interest to ascertain from B.C. Transit more specific details on the possible impact of the approved service option.


D.G. Stenson, Acting Director
PLANNING AND BUILDING

RG/cr

- cc. Director Administrative & Community Services
- Director Engineering
- Director Finance
- Director Recreation & Cultural Services