

**TO:** CITY MANAGER 1997 JULY 14

**FROM:** DIRECTOR PLANNING AND BUILDING OUR FILE: 08.201

**SUBJECT: IMPLEMENTATION OF BUS SERVICE TO THE BIG BEND AREA**

**PURPOSE:** To request Council approval of a number of actions required to implement a new bus service to the Big Bend area.

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**RECOMMENDATIONS:**

1. **THAT** Council approve the operation of BC Transit buses on the following streets:
  - (i) Roseberry Avenue (Marine Drive to Marine Way)
  - (ii) Boundary Road (Marine Way to North Fraser Way)
  - (iii) North Fraser Way (Boundary Road to Glenlyon Parkway)
  - (iv) Glenlyon Parkway (North Fraser Way to Marine Way)
2. **THAT** Council approve the removal of the speed humps on North Fraser Way to permit the operation of transit buses.
3. **THAT** Council approve the removal of the barrier on Roseberry Street at Marine Drive to permit transit use of Roseberry Street from Marine Drive to Marine Way.
4. **THAT** copies of this report be forwarded to Mr. W. Lambert, Director, Customer Support, BC Transit and to the residents of Roseberry Street (north of Marine Drive).

**R E P O R T**

**1.0 BACKGROUND**

The lack of transit service to the office/industrial area of the Big Bend in Burnaby has been a recurring issue raised by a number of companies in the area. Existing firms in the area have difficulty in attracting employees who do not have access to a car and firms wishing to locate in the area can be deterred by the lack of access to transit. Recognizing these concerns, Burnaby staff, in conjunction with developers in the Big Bend have discussed with BC Transit the need for transit services to the area and have recently received agreement from BC Transit to provide bus service to the office/industrial areas including the Marine Way Estates and Glenlyon Business Park starting in 1997 September.

This report outlines the actions by the City of Burnaby which will be required to implement the new bus service within this time frame.

## 2.0 PROPOSED TRANSIT SERVICE

Transit service to the Big Bend area would be provided by extending the existing #116 bus route which currently operates between the Metrotown Station and the South Slope residential areas via Imperial, Sussex, Rumble, Joffre, Marine Drive, Patterson and Portland as shown in *Figure 1*. The extension to the Big Bend would be routed from Marine Drive at Patterson via Roseberry Avenue to Marine Way, Boundary Road, North Fraser Way to Glenlyon, Marine Way and back via Roseberry. The service, to start in September, would be operated as a peak period only service for employees in the Big Bend providing three trips in each of the morning and evening peak periods.

## 3.0 IMPLEMENTATION ACTIONS

To implement the new bus service to the Big Bend area requires a number of actions by the City of Burnaby as outlined in the following sections.

### 3.1 Approval of the Use of City Streets

If the implementation of a new bus route or a change in an existing route involves the use of a City street which is not currently used by transit, the City of Burnaby must approve the use by BC Transit buses of that City street. For this new service to the Big Bend area, Council approval is required to permit transit use of the following streets:

- (i) Roseberry Avenue (Marine Drive to Marine Way)
- (ii) Boundary Road (Marine Way to North Fraser Way)
- (iii) North Fraser Way (Boundary Road to Glenlyon Parkway)
- (iv) Glenlyon Parkway (North Fraser Way to Marine Way)

### 3.2 North Fraser Way Speed Humps

In 1990 when North Fraser Way was a dead-end-street, speed humps were installed on North Fraser Way east of Boundary Road to prohibit informal drag racing activity which was occurring in the area in the evening and on weekends.

Due to concerns regarding vehicle damage, service delay and passenger comfort and safety, BC Transit cannot accept the use of speed humps on bus routes. Therefore, the existing speed humps on North Fraser Way will need to be removed to permit the use of North Fraser Way by transit buses. It is not anticipated that this will result in the reestablishment of the drag racing activity which was previously encouraged by the discontinuity of the road, its lack of access for traffic enforcement and its lack of use in the evenings.

### 3.3 Roseberry Avenue Temporary Barrier

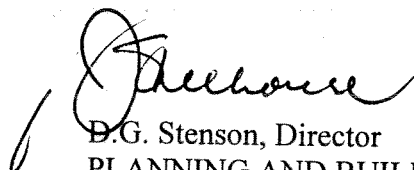
As Roseberry Street between Marine Drive and Marine Way is developed to a 14m (46 ft.) industrial collector standard with sidewalks on both sides, it is designed to accommodate transit buses. However, to permit its use by buses, the existing temporary barrier on Roseberry Street south of Marine Drive must be removed.

The installation of the temporary barrier, as shown in *Figure 2*, dates back to the early 1980's after adoption of the previous Comprehensive Transportation Plan. This Plan showed the diversion of Patterson Avenue via Roseberry Avenue to Marine Drive. South of Marine Drive, Roseberry was to become an industrial collector serving the office/industrial area with a permanent closure to prevent Marine Way traffic from accessing the residential section of Roseberry north of Marine Drive.

However, the major roads network of the current Burnaby Transportation Plan as shown in *Figure 3*, has been revised to include the extension of Patterson in a southeasterly direction to connect with Glenlyon Parkway at the existing traffic signal. As the residential section of Roseberry north of Marine Drive is not proposed to become a through street, removal of the temporary barrier at this time can be accommodated without increasing traffic on this section of Roseberry. Moreover, traffic from Marine Way will be restricted from making left turns to Roseberry and through the industrial area by the installation of the median barrier along the centre line of Marine Way.

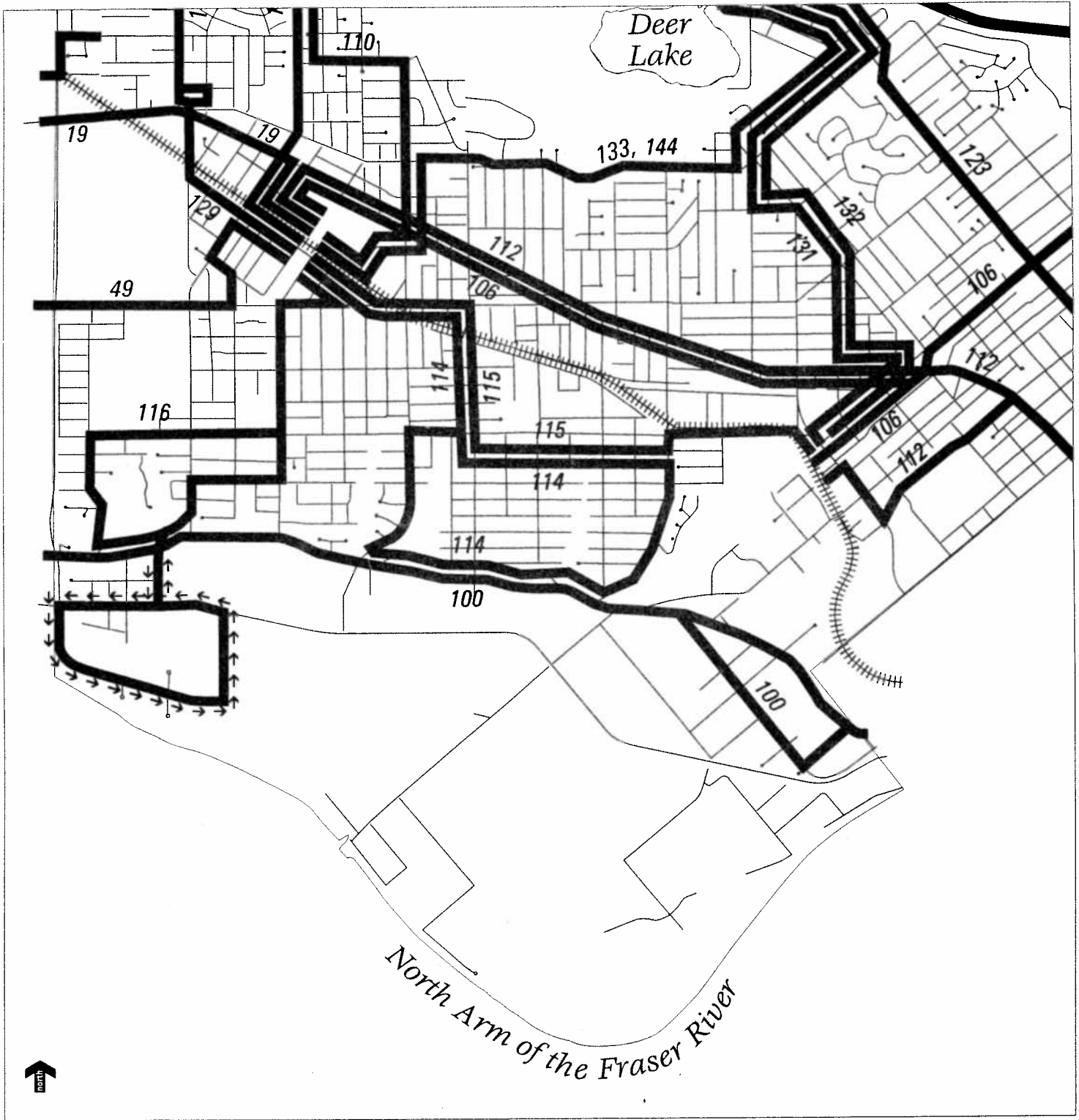
### 4.0 CONCLUSION

By improving accessibility to the area, the provision of transit service to the Big Bend will enhance the economic vitality of the area and the working conditions for its employees. The #116 is an initial service which will be extended further as office/industrial development in the area expands eastward. Approval by Council of the actions as noted in this report will facilitate a start up of service to the Big Bend in 1997 September.

  
D.G. Stenson, Director  
PLANNING AND BUILDING

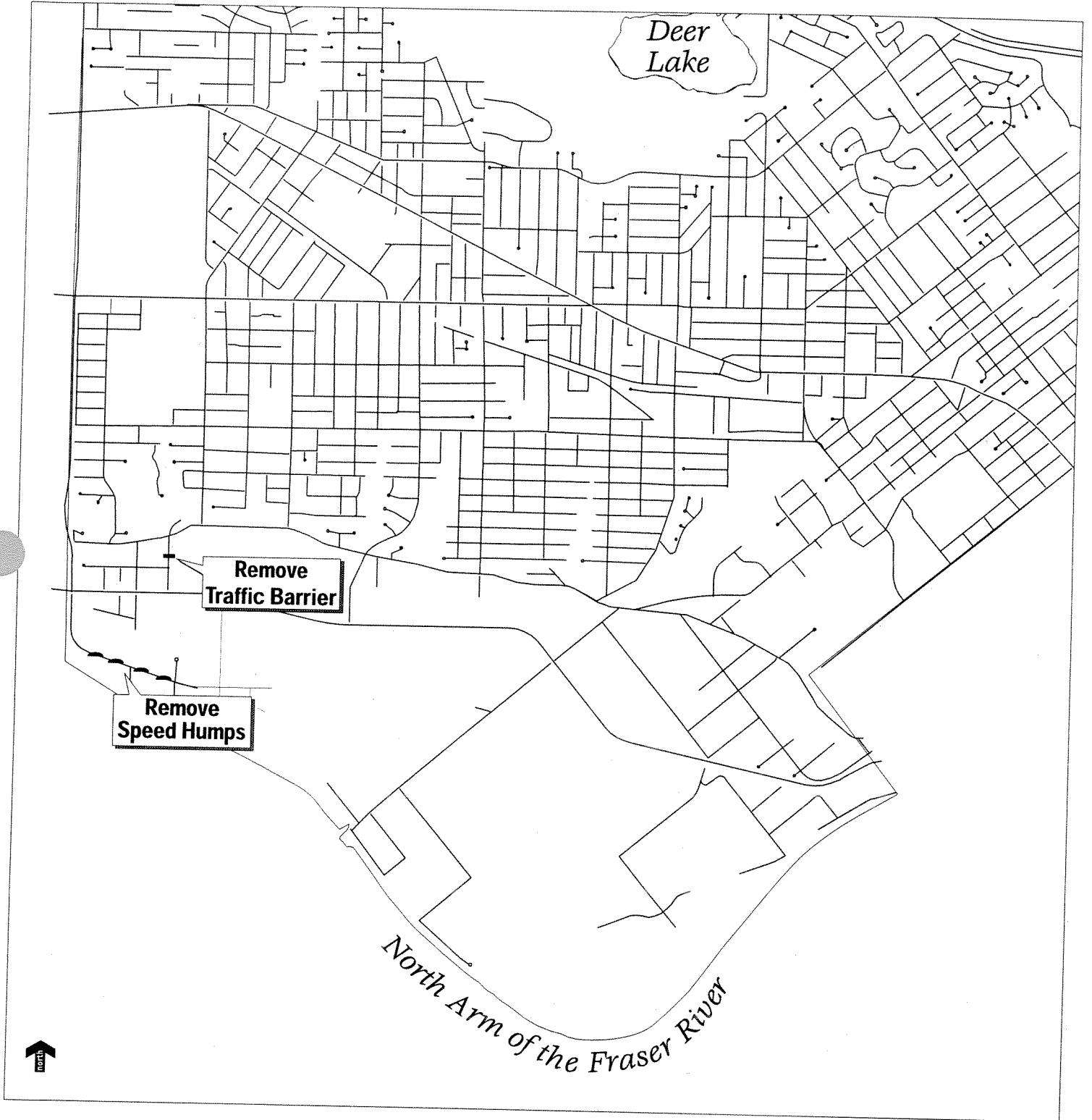
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Attachments

cc: Director Engineering



**Transit Service to Big Bend:**  
 #116 Extension

Figure 1



**Transit Service to Big Bend:**  
City of Burnaby Actions

Figure 2

BURRARD INLET

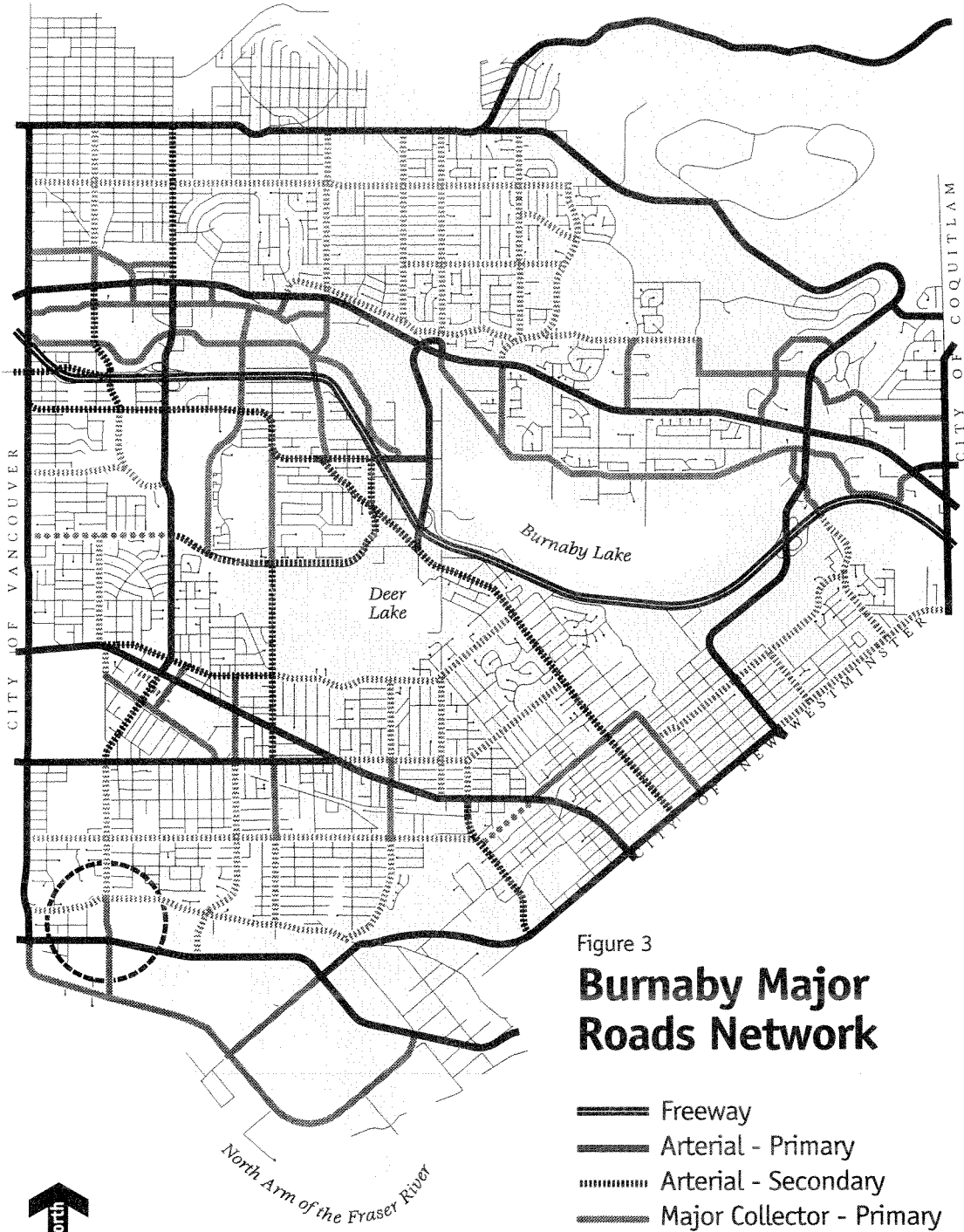


Figure 3  
**Burnaby Major Roads Network**

- Freeway
- Arterial - Primary
- ..... Arterial - Secondary
- Major Collector - Primary
- ..... Major Collector - Secondary
- ..... Major Collector - Greenway