

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRANSPORTATION AND TRANSIT DIVISION)

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

Re: 1997/98 ANNUAL SERVICE PLAN FOR THE VANCOUVER REGIONAL
TRANSIT SYSTEM

RECOMMENDATION:

1. **THAT** the Traffic and Transportation Committee forward a copy of this report to Mayor L. Traboulay, Chair Vancouver Regional Transit Commission.

REPORT

The Traffic and Transportation Committee (Transportation and Transit Division), at its meeting held on 1997 February 12, adopted the *attached* 1997/98 Annual Service Plan report for the Vancouver Regional Transit System.

MEMBERS:

Mrs. Y. Coveney-Boyd
Ms. L. Tatangelo
Mr. W.B. Roxburgh
Mr. L. Werden

Respectfully submitted,

Councillor D. Evans
Chair

Councillor J. Young
Vice Chair

: COPY - CITY MANAGER
- DIR. PLNG. & BLDG.

Councillor N. Volkow
Member

TO: CHAIR AND MEMBERS
TRAFFIC & TRANSPORTATION COMMITTEE
(Transportation & Transit Division) 1997 FEBRUARY 06

FROM: DIRECTOR PLANNING AND BUILDING OUR FILE: 08.211

SUBJECT: 1997/98 ANNUAL SERVICE PLAN FOR THE
VANCOUVER REGIONAL TRANSIT SYSTEM

PURPOSE: To advise the Traffic and Transportation Committee of the 1997/98 Annual Service Plan for the Vancouver Regional Transit System.

RECOMMENDATION:

1. **THAT** the Traffic and Transportation Committee forward a copy of this report to Mayor L. Traboulay, Chair, Vancouver Regional Transit Commission.

R E P O R T

1.0 BACKGROUND

In 1996 October, the Traffic and Transportation Committee received a report from staff on the 1997/98 Conceptual Annual Service Plan for the Vancouver Regional Transit System. The Conceptual Annual Service Plan outlined the general concepts and directions to be followed in developing the detailed Annual Service Plan for the services in the Vancouver Regional Transit System.

This process was somewhat different from previous years when a very detailed Annual Service Plan was presented to the municipalities for comment in September. The new process involves distribution of a "conceptual" document to municipalities followed by meeting with City staff to discuss specific service changes. The meetings with staff which followed in 1996 October formed the basis for the development of the final 1997/98 Annual Service Plan recently received by Council and subsequently referred to the Traffic and Transportation Committee for review.

This report provides a review of the 1997/98 Annual Service Plan for the information of the Traffic and Transportation Committee.

2.0 STATUS OF THE 1996/97 ANNUAL SERVICE PLAN

The current Annual Service Plan for 1996/97 anticipated the following service improvements in Burnaby:

(i) Lougheed/Broadway Express Bus Service

The B-Line service from Lougheed Mall to UBC via Lougheed/Broadway corridor was introduced in 1996 September. Service will be upgraded over time to a Rapid Bus service.

(ii) North Burnaby Transit Service Improvements

The North Burnaby Transit Service Plan is to be implemented on 1997 April 14.

(iii) Metrotown/Richmond Express Bus Route

The provision of an express bus route between Metrotown and Richmond Centre has been incorporated in the Annual Service Plan since the 1994/95 fiscal year. As a connector route between town centres, this service is an example of the improved suburb to suburb express connections envisioned in TransAction 2002.

The only service improvement actually implemented in Burnaby in 1996/97 was the B-Line Service.

3.0 FIVE YEAR PLAN CONTEXT

The 1997/98 Conceptual Annual Service Plan recently approved by the Vancouver Regional Transit Commission at its meeting of 1997 January 29 is the first year of implementation of the service improvements proposed in the TransAction 2002 Five Year Plan and Funding Strategy. The Five Year Plan shifts the policy direction of previous Annual Service Plans from expanding services to suburban areas to a focus on directing the majority of transit resources to the Growth Concentration Area (GCA) (see Figure 1) as defined in the Livable Region Strategic Plan. As a central municipality in the GCA, the City of Burnaby stands to benefit significantly from this policy direction.

The priorities for transit service improvements in the Annual Service Plan reflect the goals by TransAction 2002 as follows:

1. improve services in the Growth Concentration Area (GCA);
2. improve services on regional and commuter routes;
3. introduce local area plans, new routes and other transit services.

Other service priorities are designed to address other service requirements, such as seasonal service changes. These priorities provide a basis from which to develop different categories of service improvements as outlined in the following section.

4.0 SERVICE IMPROVEMENT INITIATIVES FOR 1997/98

The 1997/98 Annual Service Plan identifies categories of service enhancements primarily involving improvements to transit services in the Growth Concentration Area. Those of specific interest to Burnaby include the following:

(i) North Burnaby Transit Plan (Figures 2 and 3)

As outlined in previous reports to Council, this Transit Plan involves overall improvements to express bus and local bus services in the North Burnaby area scheduled for implementation in 1997 April.

(ii) 99 B-Line Enhancements (Figure 4)

The 99 B-Line Express Bus service introduced in 1996 September to operate between Lougheed Town Centre and UBC along the Lougheed Highway and Broadway has generated ridership beyond original estimates. To respond to increased demand, the 1997/98 Annual Service Plan provides for increased service frequencies and possible later evening service.

(iii) Peak Period Service Improvements - Growth Concentration Area (GCA)

This initiative aims to improve peak period service on overcrowded routes in the Growth Concentration Area. In Burnaby, the #106 Kingsway/6th Street operating on Kingsway between New Westminster and the #130 between Metrotown Station and Kootenay Loop would see higher service frequencies.

(iv) Regional Connectors and Improved Service to the Downtown Core (Figure 5)

The objective of this initiative is to provide improved express services connecting regional town centres and connecting regional town centres and downtown Vancouver. One of the candidate corridors for a regional connector is the Metrotown to Richmond Centre service which has been proposed in previous Annual Service Plans since 1994 but not implemented.

5.0 SERVICE IMPROVEMENT SCENARIOS

The 1997/98 Annual Service Plan proposes two service improvement scenarios based on funding alternatives as shown in Table 1 below.

**TABLE 1
 SERVICE IMPROVEMENT SCENARIOS**

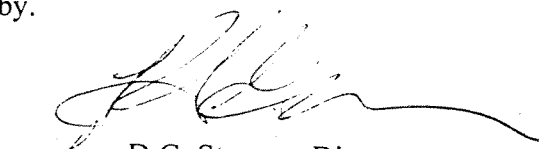
	PLAN A (High Growth)	PLAN B (Medium Growth)
Additional Annual Service Hours	140,000	110,000
Peak Period Buses	56	53
Additional Funding over Budget Target	\$2.05 million	0

Plan B reflects the budget targets established by the Province for the 1997/98 Annual Service Plan but falls further behind meeting the priorities identified in the TransAction 2002 Five Year Plan and could result in some delay to implementing the priorities in the 1997/98 Annual Service Plan. To ensure the implementation of the North Burnaby Transit Services and other initiatives identified in the Annual Service Plan, additional funding at the Plan A level would be required.

At its meeting of 1997 January 29, the Vancouver Regional Transit Commission approved the "Plan A" proposal which will require additional funding from the Commission's Transit Fund. Approval of Plan A will ensure sufficient funding for implementation of the North Burnaby Transit Services in 1997 April; Plan B could have further delayed implementation.

6.0 CONCLUSION

The 1997/98 Annual Service Plan is of major importance to the City of Burnaby as its major priority is the implementation of the North Burnaby Transit Service Improvements,. In this regard, approval by the Commission of the Plan A approach to funding transit in the upcoming fiscal year eliminated a potential obstacle to meeting the 1997 April deadline for implementation of these services. The improvements to the B-Line service and the peak period and the new regional connector services are also important enhancements to the transit system in the City of Burnaby.


 D.G. Stenson, Director
 PLANNING AND BUILDING

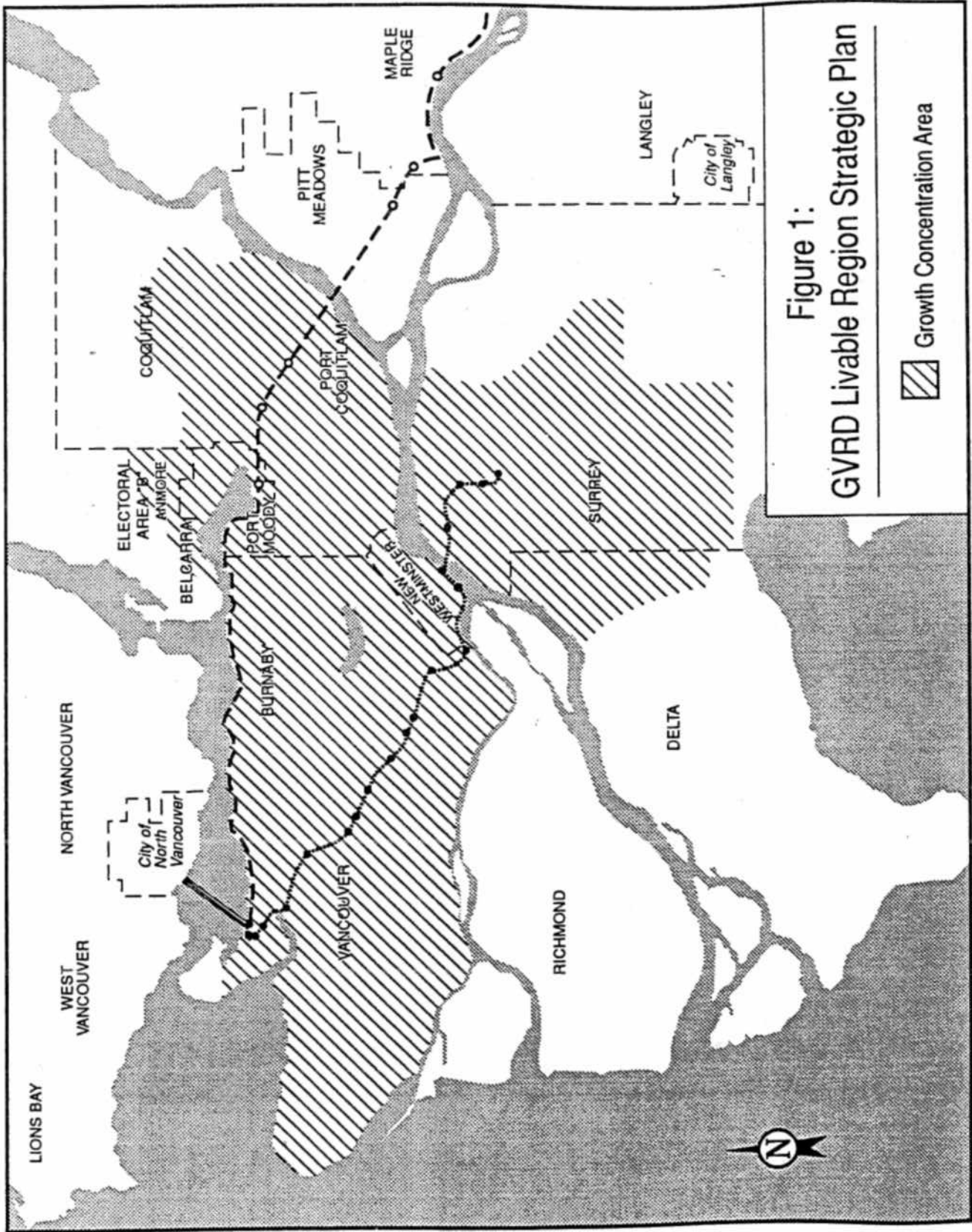
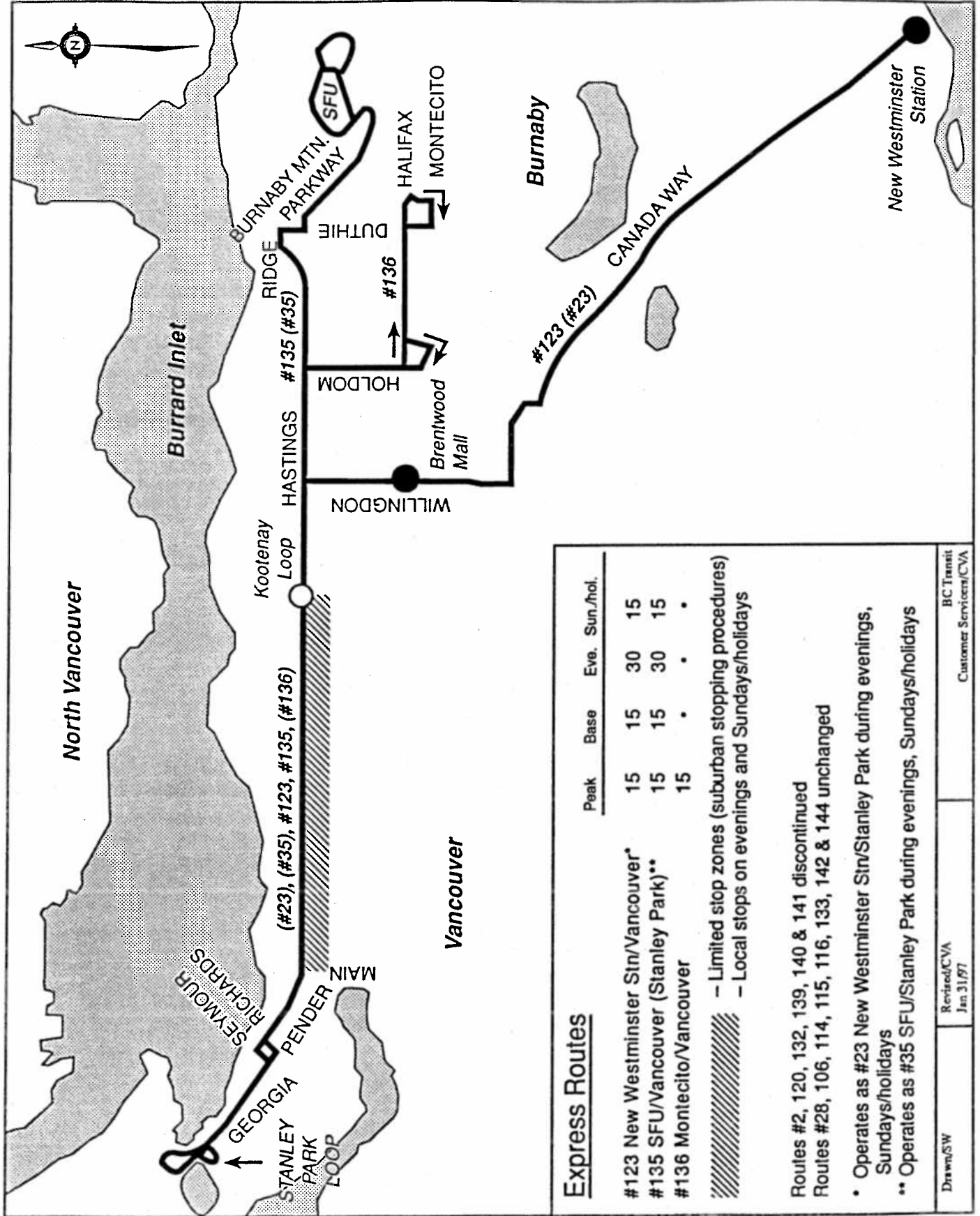


Figure 1:
GVRD Livable Region Strategic Plan

 Growth Concentration Area

Figure 2.: North Burnaby Service Plan--Proposed Express Routes



Express Routes

	Peak	Base	Eve.	Sun./hol.
#123 New Westminster Stn/Vancouver*	15	15	30	15
#135 SFU/Vancouver (Stanley Park)**	15	15	30	15
#136 Montecito/Vancouver	15	.	.	.

- Limited stop zones (suburban stopping procedures)
- Local stops on evenings and Sundays/holidays

Routes #2, 120, 132, 139, 140 & 141 discontinued
 Routes #28, 106, 114, 115, 116, 133, 142 & 144 unchanged

- Operates as #23 New Westminster Stn/Stanley Park during evenings, Sundays/holidays
- ** Operates as #35 SFU/Stanley Park during evenings, Sundays/holidays

Figure 3: North Burnaby Service Plan--Proposed Local Routes

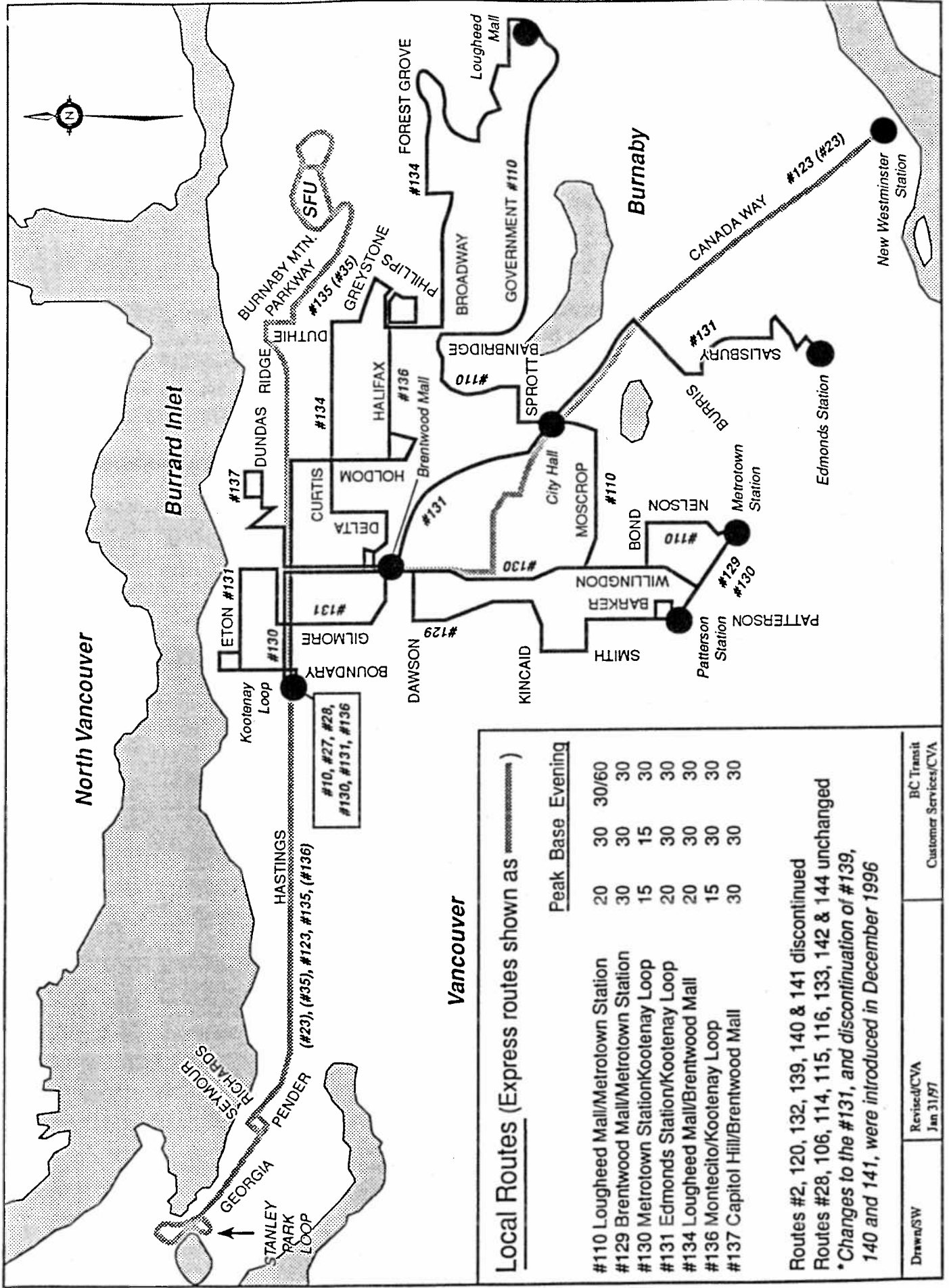


Figure 4: #99 B-Line

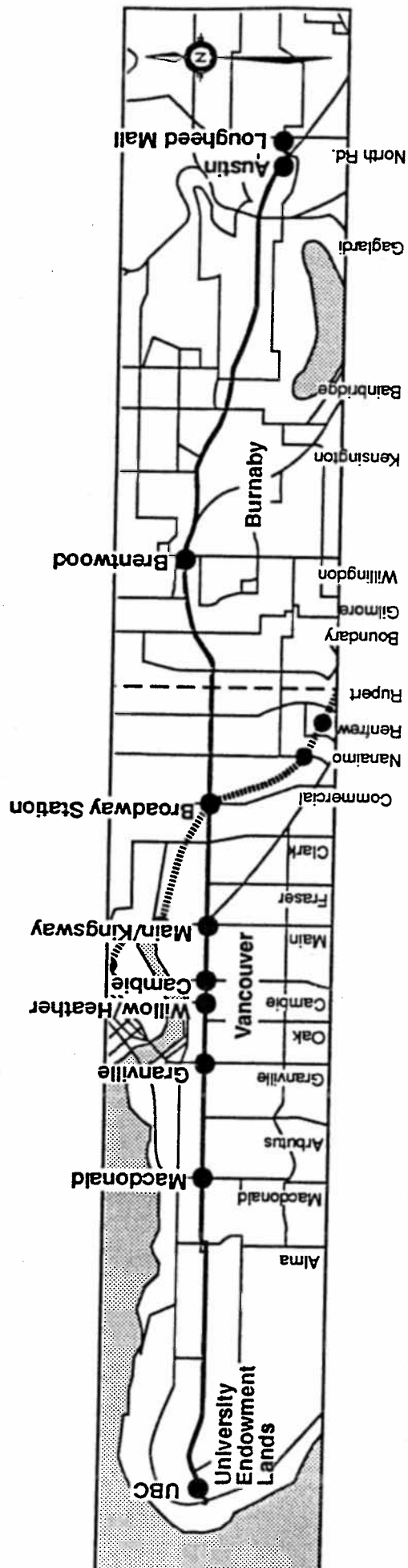


Figure 5 Regional Connectors and Improvements to Metropolitan Core Services

