

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE  
(TRANSPORTATION AND TRANSIT DIVISION)

*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

Re: #131 Edmonds Station/Kootenay Loop: Rerouting Via Imperial Street

RECOMMENDATIONS:

1. **THAT** Council approve in principle the rerouting of the #131 bus route via Imperial Street between Canada Way and Salisbury.
2. **THAT** a copy of this report be forwarded to Mr. W. Lambert, Director, Customer Support, B.C. Transit and the residents of Imperial Street between Canada Way and Salisbury Street.

REPORT

The Traffic and Transportation Committee (Transportation and Transit Division), at its meeting held on 1998 January 14, adopted the attached report advising of a proposal by BC Transit to reroute the #131 bus route via Imperial Street instead of its current routing via Burris Street.

MEMBERS:

Ms. L. Boivin  
Mr. R. Lupien  
Mr. W.B. Roxburgh  
Ms. L. Tatangelo

Respectfully submitted,

Councillor D. Evans  
Chair

Councillor J. Young  
Vice Chair

Councillor N. Volkow  
Member

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

**TO:** CHAIR AND MEMBERS  
TRAFFIC AND TRANSPORTATION COMMITTEE

1998 January 08

**FROM:** DIRECTOR PLANNING AND BUILDING

Our File:

**SUBJECT:** #131 EDMONDS STATION/KOOTENAY LOOP: REROUTING VIA  
IMPERIAL STREET

**PURPOSE:** To advise the Traffic and Transportation Committee of a proposal by BC Transit to reroute the #131 bus route via Imperial Street instead of its current routing via Burris Street.

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**RECOMMENDATION:**

1. **THAT** the Traffic and Transportation Committee approve in principle the rerouting of the #131 bus route via Imperial Street between Canada Way and Salisbury.
2. **THAT** a copy of this report be forwarded to Mr. W. Lambert, Director, Customer Support, BC Transit and the residents of Imperial Street between Canada Way and Salisbury Street.

**REPORT**

**1.0 BACKGROUND**

During the process of review of the North Burnaby transit service proposals, the Traffic and Transportation Committee considered a longstanding request by the City of Burnaby to reroute the #131 Edmonds Station bus via Imperial Street instead of its current routing via Burris. In the interim City staff have been discussing this option with BC Transit and have received a favourable response in the form of the attached correspondence (**Attachment A**). As implementing this change would require routing buses on Imperial Street which currently does not carry buses, approval of the rerouting is required from the Traffic and Transportation Committee and Council.

This report is written to advise the Committee of this proposal by BC Transit.

**2.0 #131 REROUTING**

Currently the #131 operates between Kootenay Loop and Edmonds Station via the route

shown in **Figure 1**, via Burris Street from Canada Way to Sperling. Residents on Burris Street, however, are also served by three other bus routes including the #131, #132, #133 and the #144 while Imperial Street between Canada Way and Sperling has no bus service. As outlined in the attached letter (**Attachment A**), rerouting the #131 via Imperial Street would have a number of advantages, the most important of which is to provide better access to bus service for residents of Imperial Street and adjoining areas. While the BC Transit correspondence notes that the proposal would result in a loss of service to the Walker/Stanley area, this is not the case, as the #132 would continue on the Burris/Walker/Stanley route to provide service to this area. The proposed rerouting is therefore viewed as a positive development for Burnaby transit riders.

### 3.0 IMPLEMENTATION

As the rerouting of the #131 would involve introducing a bus route on a street which currently does not have transit service, a public consultation process would be required. BC Transit proposes to hold an Open House session in the area to receive comments from neighbourhood residents prior to any decision to implement the rerouting. It is therefore recommended that the Traffic and Transportation Committee give approval in principle to the #131 rerouting at this time with final approval of the use of Imperial Street by buses to await the outcome of the public process. After final approval, notification and opportunity for comment would be given to those residents affected by the location of bus stops.

### 4.0 CONCLUSION

The rerouting of the #131 via Imperial Street would improve access to transit service for residents of the Imperial Street and adjacent areas between Canada Way and Salisbury. It is therefore recommended that the Traffic and Transportation Committee approve in principle the #131 rerouting with final approval subject to the results of an Open House session to be held by BC Transit.

  
Attachments  
RG sk

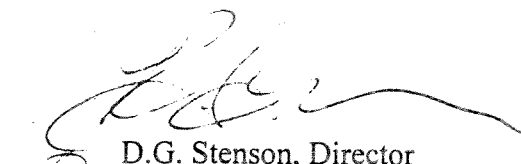
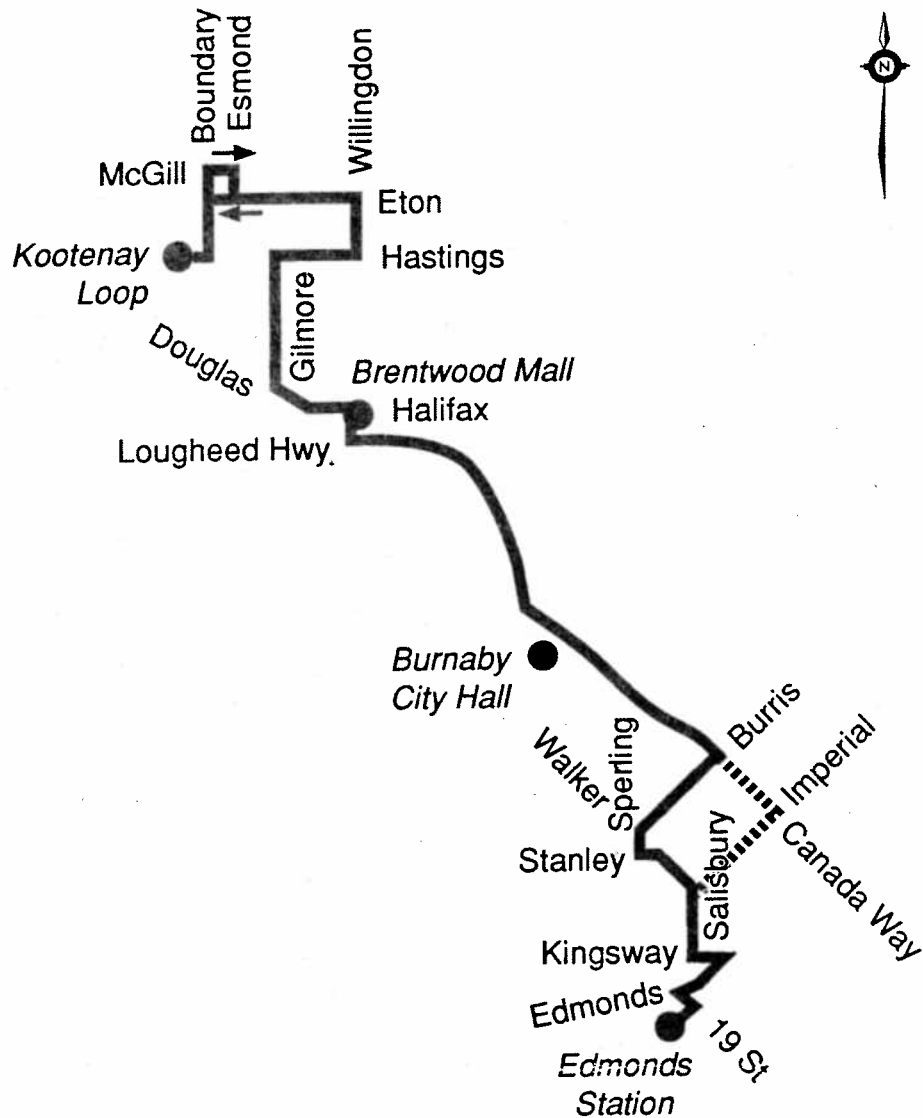
  
D.G. Stenson, Director  
PLANNING AND BUILDING

FIGURE 1

# #131 Edmonds Station/Kootenay Loop



## BC TRANSIT

- Regular route
- Proposed re-route

Drawn  
Apr 97/SW

Revised/CVA  
Nov 25/97

Service Planning/CVA  
Effective: Apr 14/97

November 27, 1997

Mr. R. Glover  
City of Burnaby  
Engineering Department  
4949 Canada Way  
Burnaby, BC V5G 1M2

**Re: Proposal to Re-route the #131 Edmonds Station/Kootenay Loop Route via Imperial Street**

The #131 Edmonds Station/Kootenay Loop route operates between Edmonds SkyTrain Station and Kootenay Loop, providing local service with 20 minute frequencies during peak periods and 30 minute frequencies at other times.

The #131 Kootenay Loop currently operates through the Deer Lake neighbourhood via Salisbury, Walker, Stanley, Sperling, Burriss to Canada Way and the #131 Edmonds Station operates via the same streets in the reverse direction.

BC Transit would like to pursue a re-route of the #131 route via Imperial Street. This re-route would introduce public transit service to an area that is not currently served. Figure 1 illustrates the proposed re-route.

The intersection at Imperial and Canada Way was recently upgraded. This will allow buses northbound on Imperial to turn left to westbound Canada Way. A field-test may be required to confirm that the proposed re-route is safe and viable. No schedule changes are anticipated to result from the re-route, although some travel time savings may be realized.

Some of the advantages and disadvantages of the proposed re-route are:

**Advantages:**

- ▶ introduces transit service into the Imperial Street area--an area that does not currently have service. The bus would be within easy walking distance of a greater number of Deer Lake residents;
- ▶ the re-route is more direct and less circuitous for customers who are "riding through" the area;
- ▶ currently, the level of service provided by the combination of the #131 and the #144 SFU/Metrotown Station on Burriss Street is higher than required for this corridor. Re-routing the #131 would better distribute services.



- ▶ optimizes route spacing, creating a pattern that is similar to that used in the City of Vancouver and in other urban areas;
- ▶ the street design in the Imperial Street corridor, with short blocks on the south side, facilitates access to transit services on Imperial Street by providing ample opportunities for walking;

**Disadvantages:**

- ▶ eliminates service from the Walker/Stanley area, thereby increasing some walk distances. For example, customers in this area would have to walk to either Imperial or Burris/Oakland;

The proposal would be subject to:

- ▶ the placement of bus stops may remove on-street parking. It is not known if residents would be sensitive to the loss of available parking;
- ▶ a positive response from area residents, including those who may consider the change as a loss of service and those who may not want a bus route on their street;

You may wish to present this proposal to the City of Burnaby's Transportation Committee for review. The City of Burnaby must approve the use of any roads not currently designated as a bus route. As this section of Imperial Street is not classed as a truck route, a public process will be required. This will likely involve Open House sessions held in the Deer Lake area prior to a decision to implement this service.

Thank you for your attention to this proposal. Please call me at 540-3422, or Mr. Craig Van Alstyne, Transit Planner for the area, at 540-3436 if you have any questions or comments.

Sincerely,



Jim Prokop  
Manager, Service Planning

Attachment

cc D. Renwick  
L. McLachlan  
C. Van Alstyne  
H. Wang