

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE  
(TRANSPORTATION AND TRANSIT DIVISION)

*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

Re: #28 BUS REROUTING

RECOMMENDATION:

1. **THAT** Council approve the rerouting of the #28 bus route as outlined in Section 2.3 of this report.

REPORT

The Traffic and Transportation Committee (Transportation and Transit Division), at its meeting held on 1998 October 15, adopted the attached report requesting approval for a proposal to reroute the #28 bus route.

MEMBERS:

Mr. Lyle Boivin  
Mr. Raymond Lupien  
Mr. W.B. Roxburgh  
Ms. L. Tatangelo

Respectfully submitted,

Councillor D. Evans  
Chair

Councillor J. Young  
Vice Chair

: COPY - CITY MANAGER - DIRECTOR ENGINEERING - DIR. PLNG. & BLDG.
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Councillor N. Volkow  
Member

TO: CHAIR AND MEMBERS  
TRAFFIC AND TRANSPORTATION COMMITTEE  
(Transportation and Transit Division)

1998 October 15

FROM: DIRECTOR PLANNING & BUILDING

OUR FILE: 08.210

SUBJECT: #28 Bus Rerouting

PURPOSE: To request the approval of the Traffic and Transportation Committee for a proposal to reroute the #28 bus route.

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**RECOMMENDATION:**

1. **THAT** the Traffic and Transportation Committee approve the rerouting of the #28 bus route as outlined in Section 2.3 of this report.

**REPORT**

**1.0 INTRODUCTION**

At its regular meeting of 1998 June 22, Council considered a report from the Traffic and Transportation Committee regarding the rerouting of the #28 bus route. The report requested approval by Council of a BC Transit proposal to reroute the #28 bus route to take advantage of the newly-installed traffic signal on Boundary Road at Vanness Avenue. As this rerouting would be via Moscrop Street between Boundary Road and Smith, a road not currently used by buses, approval of the Traffic and Transportation Committee and Council would be required.

Upon consideration of the report, Council did not approve the rerouting of the #28 as proposed by BC Transit due to concerns about the effect of the proposed rerouting on the transit service provided to residents of the area and referred the report back to the Committee. Subsequently at its regular meeting of 1998 September 22 the Committee suggested a different routing for consideration by BC Transit.

This report discusses the proposals to reroute the #28 and identifies a new routing option for consideration by BC Transit.

## 2.0 #28 BUS ROUTE

### 2.1 Current Route

The #28 currently operates between Joyce Station and Phibbs Exchange at the north approaches to the Second Narrows Bridge in North Vancouver via Kootenay Loop, Hastings, Boundary Road Laurel, Smith, Burke and Joyce Street as shown in Figure 1 *attached*. The existing routing from Joyce Street Station via Vanness, Boundary and Burke was introduced in 1990 following a serious collision involving a bus and another vehicle at the intersection of Boundary and Vanness some years ago. The existing routing allows buses to avoid turning left onto Boundary Road from Vanness Avenue at an unsignalized intersection.

### 2.2 BC Transit Proposal

Completion of the Boundary Road widening project by the fall of this year will result in the installation of a bus-actuated pedestrian signal that will allow buses to turn safely onto Boundary Road from Vanness. Starting in 1998 September, BC Transit is proposing to reinstate the #28 service on its pre-1990 route from Joyce Station via Vanness then northbound via Boundary and Moscrop (*shown as the dashed line in Figure 1 attached*) and then via Smith and Boundary to Kootenay Loop. Using Moscrop Street between Boundary and Smith allows the buses to turn left from Moscrop to Boundary at the traffic signal on their southbound return. From the perspective of BC Transit this rerouting would have the following implications:

- **safer transit operations** - buses would be turning left onto Boundary Road at signalized intersections from Vanness headed northbound and from Moscrop headed southbound. Before 1990 buses turned left onto Boundary Road at Vanness and at Burke at unsignalized intersections.
- **service accessibility** - by moving the route from Smith (between Burke and Moscrop) to Boundary (between Vanness and Moscrop), the rerouting shifts the centre of service westwards to Boundary Road. Residents living on Smith between Burke and Moscrop will have a longer walk to either the #28 bus service on Boundary or the #129 bus service on Patterson.
- **service efficiency** - the former routing via Joyce, Boundary, Burke and Smith involved "backtracking" which added unnecessary time and delays for riders on the #28 bus route destined to and originating from Joyce Station. The rerouting not only provides more direct service, but also faster service

by using a transit-actuated signal recently installed at Boundary and Vanness.

- **bus stops** - approval of the #28 rerouting will require the installation of one and possibly two new bus stops on Moscrop Street between Boundary Road and Smith Avenue. Engineering staff will work with BC Transit to determine the most appropriate locations to reduce the impact of the bus stops on on-street parking used by residents.

### 2.3 Council Proposal

In reviewing the proposal by BC Transit, Council expressed concerns regarding the increased walking distance for transit riders originating on Smith Avenue between Burke and Moscrop. These residents would have their transit service shifted from Smith to Boundary Road requiring a longer walk to the bus stop. To address this concern, Council proposed a one-directional couplet rerouting which would involve routing the #28 via Vanness, Boundary, Burke and Smith in the northbound direction and via Smith, Moscrop, Boundary and Vanness in the southbound direction *as shown in Figure 2 attached*. This proposal would retain service on Smith between Moscrop and Burke in the northbound direction only, with riders required to walk the one block from Boundary Road to Smith on their southbound return trip.

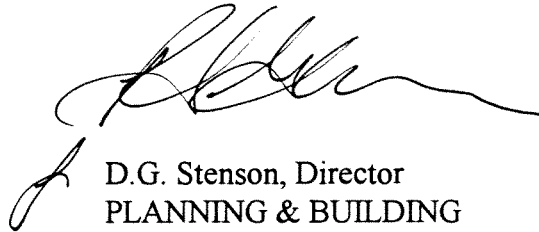
### 2.4 Ultimate Routing

The ultimate routing for the #28 bus will be along Boundary Road from Vanness to Hastings Street. Under this plan, the #129 bus route that operates between Metrotown and Brentwood via Patterson, Smith, Sanderson, Gilmore and Dawson with a stop at the proposed Gilmore Skytrain Station would provide service in the area east of Boundary in Burnaby. Thus the rerouting of the #28 proposed by Council in this report should be considered an interim option until BC Transit implements the ultimate routing.

## 3. CONCLUSION

With completion of the intersection improvements to Boundary Road at Vanness, BC Transit is proposing to reroute the #28 bus via its more direct route on Boundary Road to Moscrop Street (between Boundary and Smith Avenue). This rerouting is viewed as offering safer and more direct service to users of the #28 bus route than the current routing while recognizing that riders originating east of Smith Avenue (from Burke to Moscrop) may have to walk farther to use the route. However, Council did not approve this rerouting due to the shifting of service from Smith between Burke and Moscrop to Boundary Road and the resulting longer walking distances from Smith and has suggested a revised routing. It is

therefore recommended that the Traffic and Transportation Committee approve the revised routing of the #28 on Moscrop between Boundary Road and Smith Avenue as discussed in Section 2.3 of this report.



D.G. Stenson, Director  
PLANNING & BUILDING

Attachments

RG/sk

cc. City Manager

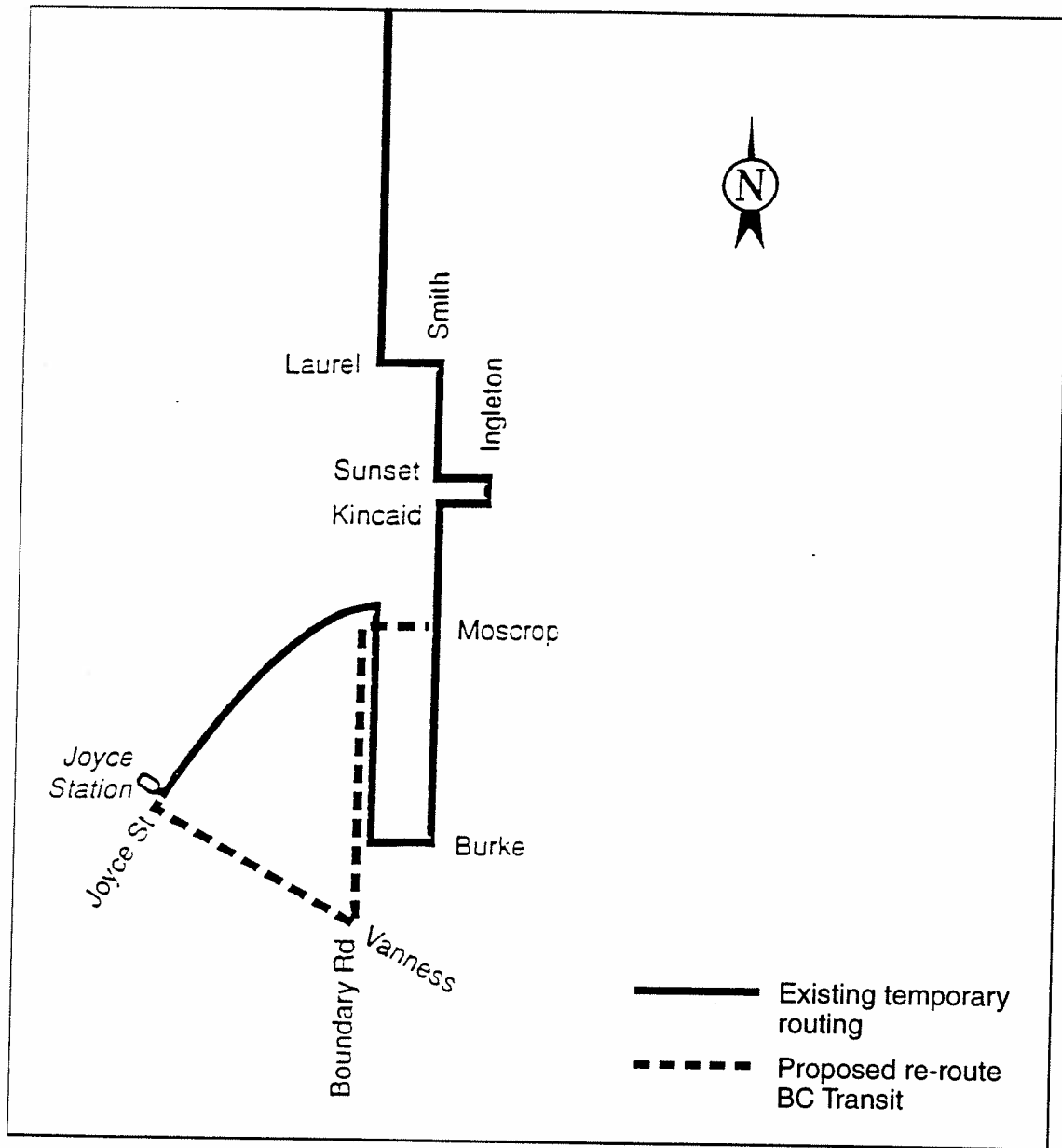


Figure 1  
BC Transit Proposed Re-route of the #28 Bus Route

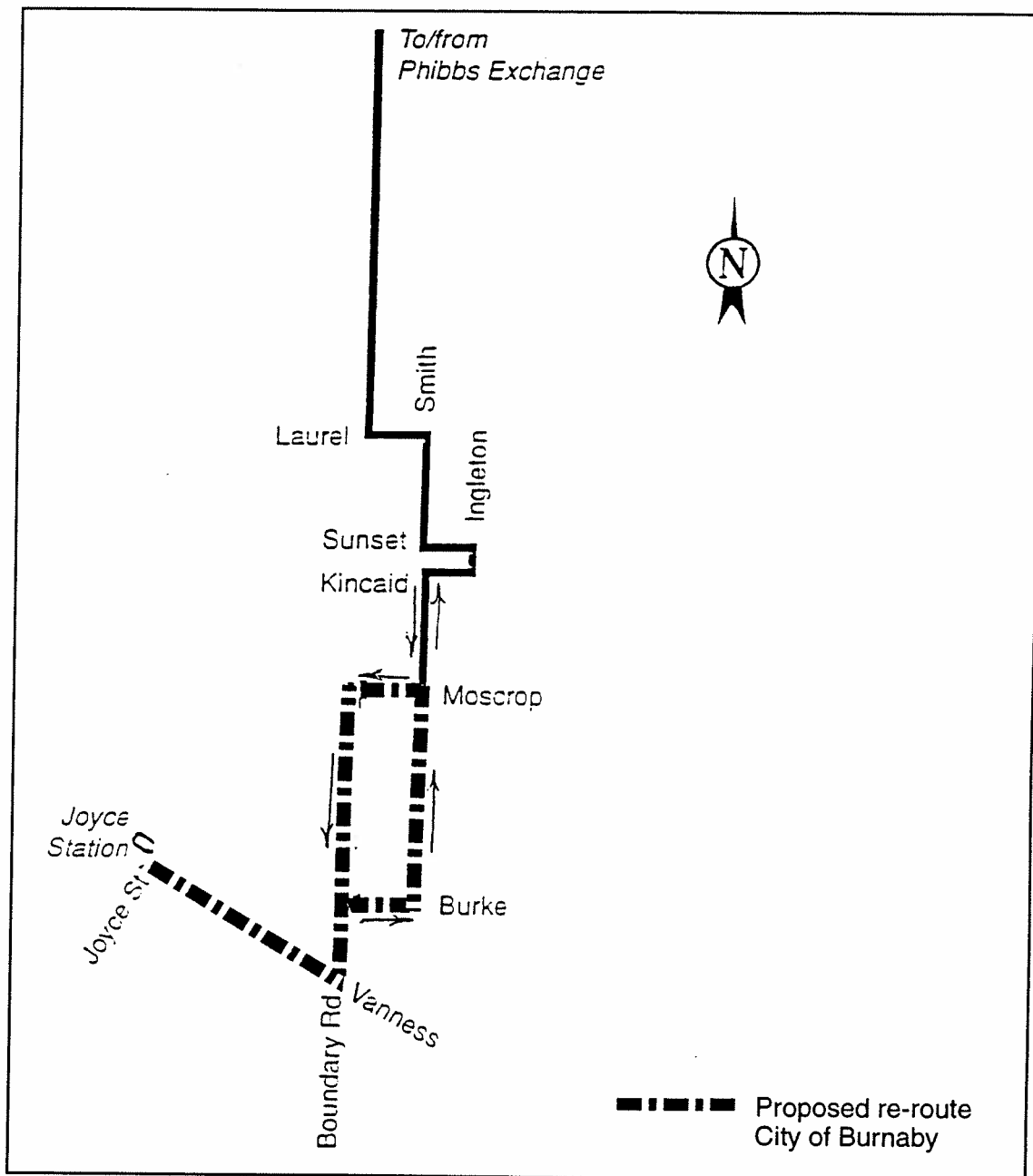


Figure 2  
**City of Burnaby Proposed Re-route of the #28 Bus Route**

