

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE  
(TRANSPORTATION AND TRANSIT DIVISION)

*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

Re: Bus Traffic on Douglas Road and on Kitchener Street

RECOMMENDATION:

1. **THAT** Council forward a copy of the *attached* report to Mr. D. Renwick, Manager, Burnaby Transit Centre, BC Transit, 4330 Kingsway, Burnaby, B.C. V5H 4G8, Mr. Scott Mitchell, 4005 Grant Street, Burnaby, B.C. V5C 3N6 and Mr. J. Houlihan, President, Local 11, Independent Canadian Transit Union.

REPORT

The Traffic and Transportation Committee (Transportation and Transit Division), at its meeting held on 1999 February 10, adopted the *attached* report to advise the Traffic and Transportation Committee on the bus usage of Kitchener Street east of the Burnaby Transit Centre.

Respectfully submitted,

MEMBERS:  
Lyle Boivin  
Raymond Lupien  
Tim Roxburgh  
Leanne Tatangelo

Councillor N. Volkow  
Chair

Councillor J. Young  
Vice Chair

Councillor D. Evans  
Member

: COPY - CITY MANAGER - DIRECTOR ENGINEERING - DIR. PLNG. & BLDG.
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**TO:** CHAIR AND MEMBERS 1999 FEBRUARY 03  
TRAFFIC AND TRANSPORTATION COMMITTEE  
(Transportation and Transit Division)

**FROM:** DIRECTOR PLANNING AND BUILDING OUR FILE: 08.211

**SUBJECT:** BUS TRAFFIC ON DOUGLAS ROAD AND ON KITCHENER STREET

**PURPOSE:** To advise the Traffic and Transportation Committee on the bus usage of Kitchener Street east of the Burnaby Transit Centre.

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**RECOMMENDATION:**

1. **THAT** a copy of this report be forwarded to Mr. D. Renwick, Manager, Burnaby Transit Centre, BC Transit, Mr. Scott Mitchell, 4005 Grant Street, Burnaby, and Mr. J. Houlihan, President, Local 11, Independent Canadian Transit Union.

**REPORT**

**1.0 BACKGROUND**

At its regular meeting of 1998 October 20, the Traffic and Transportation Committee received correspondence from Mr. Scott Mitchell of 4005 Grant Street, Burnaby. The subject of the correspondence was the continued use of Kitchener Street east of the Burnaby Transit Centre by BC Transit buses in violation of the agreement between the City of Burnaby and BC Transit which prohibits use of this section of Kitchener Street by transit buses. In response to concerns expressed by Mr. Mitchell the Committee requested a report from staff regarding the volume of buses using Kitchener Street and Douglas Road.

**2.0 CORRESPONDENT'S CONCERNS**

In his correspondence dated 1998 October 05, Mr. Mitchell noted that BC Transit buses continue to use Kitchener Street and Douglas Road in violation of the current agreement with BC Transit which prohibits the use by buses of Kitchener Street east of the Burnaby Transit Centre at any time. The correspondent noted that shortly after the agreement took affect on 1999 September 07, BC Transit buses were observed continuing to use Kitchener Street and Douglas Street during all times of the day. In the morning Mr Mitchell notes that buses are using Douglas Road to Brentwood Mall. In the evening peak period up to 10 buses have been observed using Douglas Road to return to the Transit Centre and some have been noted returning after 11 PM. The correspondent also notes that maintenance workers are testing buses on Kitchener Street on weekends.

**3.0 MONITORING**

Although the correspondent's concerns refer to a period immediately after the implementation of the agreement in 1998 September, the monitoring period did not commence until 1999 January in order to allow BC Transit sufficient time to enforce the terms of the agreement.

To determine the extent of violation of the current agreement with BC Transit, counts of transit buses on Kitchener Street were undertaken. An analysis of the current situation is provided for the information of the Committee as a basis to assess the correspondent's concerns and to determine the need for further action.

Staff conducted 24 hour vehicle classification counts from 1999 January 30 to 1999 February 02 and these results are summarized in Table 1 below.

**TABLE 1**  
**NUMBER OF BUSES**  
**KITCHENER STREET: DOUGLAS TO INGLETON**

TIME PERIOD	Sat 30	Sun 31	Mon 01	Tues 02	Total
Morning (6 a.m. to 9a.m.)	0	0	1	1	2
Day (9a.m. to 4 p.m.)	1	1	7	7	16
Evening (4p.m. to 7p.m.)	0	0	4	2	6
Night (7p.m. to 6a.m.)	1	0	0	0	1

With regard to the correspondent's observations, the recent counts covering a four day period show the following :

- A total of 25 violations occurred during the four day observation period. It should be noted that the 25 buses using Kitchener Street is a substantial reduction from the 110 buses that were using Kitchener Street during a corresponding four day period prior to the current agreement.

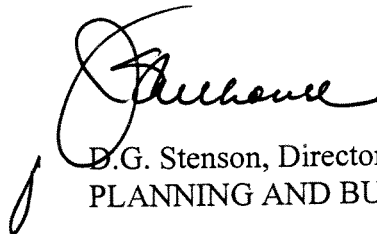
- Most of the violations (almost 2/3) occur on weekdays between 9 a.m. and 4 p.m. Based on field observation the violations may be attributable to buses originating from the Overhaul Facility located on the north side of Kitchener Street
- A significant proportion of violations (24 %) occur in the evening peak period when out of service vehicles are returning to the Burnaby Transit Centre located on the south side of Kitchener
- Early morning, night and weekend violations are very few in number

In summary, the results show a significant rate of violation of the agreement, especially during the day. It is suspected that the buses in violation of the agreement originate from the Overhaul Facility and are buses recently repaired and undergoing testing. During the most sensitive periods in the morning, night and on weekends when people are home and subject to the most inconvenience, the rate of violation is insignificant.

### 3.0 CONCLUSION

Based on the preceding analysis, it can be concluded that the agreement with BC Transit has resulted in a substantial reduction in buses using Kitchener Street (from 110 buses to 25 buses), however, there are a significant number of violations. The impact of these violations may be less acute because most of the violations occur during the day on weekdays when there is a lesser likelihood of people being home. However, it is recommended that the Traffic and Transportation Committee bring this matter to the attention of BC Transit with a view to reducing the violations occurring during the day which may be attributable to buses originating from the Overhaul Facility.

A further spot monitoring check will be undertaken following the discussions with BC Transit.



D.G. Stenson, Director  
PLANNING AND BUILDING

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cc: City Manager  
Director of Engineering