

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRANSPORTATION AND TRANSIT DIVISION)

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

TRANSIT IMPROVEMENTS FOR THE BIG BEND - BUS ROUTE NO. 116

RECOMMENDATIONS:

1. **THAT** Council request TransLink in association with City staff develop a stated plan of significant transit service improvements, with the first phase being an all-day service new route to be implemented in the service year 2000 as outlined in Section 7.0 of this report.
2. **THAT** a copy of this report be forwarded to Mr. Bill Lambert, Program Manager TransLink, Mr. Ken Wood, Property Administrator BC Tel Real Estate and Property Management, Mr. David Bullus, Wesbild Holdings Limited, and Mr. Doug Avis, Canada Lands Company.

REPORT

The Traffic and Transportation Committee (Transportation and Transit Division), at its meeting held on 1999 September 08, adopted the attached report to request TransLink for Proactive Support of Employment Growth in the Big Bend.

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 PLANNING & BUILDING
- DIRECTOR ENGINEERING

TO: CHAIR & MEMBERS 1999 SEPTEMBER 3
TRAFFIC & TRANSPORTATION COMMITTEE
(TRANSPORTATION AND TRANSIT DIVISION)

FROM: DIRECTOR PLANNING AND BUILDING Our File: 08.201

SUBJECT: TRANSIT IMPROVEMENTS FOR THE BIG BEND - BUS ROUTE No. 116

PURPOSE: Request TransLink for Proactive Support of Employment Growth in the Big Bend

RECOMMENDATIONS:

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2. **THAT** a copy of this report be forwarded to Mr. Bill Lambert, Program Manger TransLink, Mr. Ken Wood, Property Administrator BC Tel Real Estate and Property Management, Mr. David Bullus, Wesbild Holdings Limited, and Mr. Doug Avis, Canada Lands Company.

REPORT

1.0 INTRODUCTION

At it's regular meeting of 1999 June 28, Council received correspondence from BC Tel's Real Estate and Property Management Division regarding the need for improvements to the TransLink Bus Route No. 116 operating between Metrotown Station and Glenlyon Business Park in the Big Bend.

As the Traffic and Transportation Committee next meeting was not scheduled until September, Council referred this item to staff for a report which has been under development to this time. This report outlines current employment, recent employment trends, future employment targets for the Big Bend and also outlines planned road improvements to facilitate better transit coverage and transit connections for the area.

2.0 EXISTING EMPLOYMENT & RECENT TRENDS

There are three main areas in the Big Bend in which employment growth will be concentrated in the near future as shown on *Figure 1 attached*. The most westerly area (Area "A") includes Marine Way Estates and the largely undeveloped lands to the north on either side of Marine Way. Glenlyon Business Park is centrally located west of Byrne Road and the most easterly area includes the Burnaby Business Park, Riverfront Business Park and associated lands as well as the undeveloped CNR lands south of Marshland Avenue. As shown in the *Figure 1 attached* there are currently over 8,000 people employed in the Big Bend with about 3,900 being concentrated in the area west of Bryne Road (Business Parks "A" and Glenlyon) which is currently served by transit, the #116 bus route.

3.0 CURRENT TRANSIT SERVICE

As shown in *Figure 2 attached* the bus route which now services only a portion of the Big Bend is a "extension" of route No. 116 and this route provides only limited coverage during the peak hours. This "branch" of route No. 116 makes eight trips in the morning (between 6:40 a.m. and 8:40 a.m.) and eleven trips in the evening (between 3:10 p.m. and 6:10). These trips are typically about 15 minutes apart. As shown in *Figure 2 attached* this routes main purpose is to provide a local service connection between the residential area north of Marine Way and Metrotown / SkyTrain.

4.0 EMPLOYER CONCERNS

Easy and reliable alternative access to places of employment has been shown to be a major contributor to an employers' ability to attract and retain quality employees. BC Tel has expressed the following concerns regarding the current limited No. 116 service to the area:

- not frequent enough;
- poor connections (majority of employees travel from points east); and
- service hours do not coincide with employees needs (both for commuting and travel to/from head office at Kingsway/Boundary is often required during day).

In response to BC Tel's request for improved transit service TransLink has taken the position that service levels will be increased when increased ridership warrants increased service. TransLink also noted that the desire for service improvement in this area would be evaluated against others as part of the preparation of the 2000 Annual Program Plan.

5.0 FUTURE EMPLOYMENT TARGETS

As shown in *Figure 3 attached* employment in the Glenlyon Business Park is anticipated to increase by more than fifty percent by 2000 (from 1,300 to about 2,000) and more than double by 2001 (3,100). These projections are based on actual development activity in the area. This pace of development is representative of the entire Big Bend with the total employment for the area expected to reach 18,000 at build-out or an increase of about 230% over existing levels. With this potential growth transit service improvements must also keep an aggressive pace.

6.0 PLANNED ROAD IMPROVEMENTS

As shown in *Figure 4 attached* there are a number of planned road improvements in the Big Bend. These include:

- Glenlyon Parkway / North Fraser Way connection to Bryne (spring of 2000);
- Mandeville upgrading between Abbotsford and Tillicum (2001); and
- Marshland Avenue from Tillicum to Wiggins Street and improvements to the intersection of Marchland / Marine Way (2004).

The extension of Glenlyon Parkway / North Fraser Way to Bryne in the spring of 2000 will offer the opportunity to significantly re-think the way transit service is being delivered to the Big Bend. The later two road improvements would also allow for incremental future extensions of service to the east within the Big Bend to further improve service coverage.

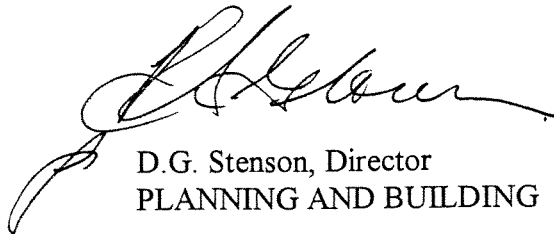
7.0 OPPORTUNITIES FOR TRANSIT IMPROVEMENTS

If the objective is to truly increase the quality, convenience and connectivity of transit service to the Big Bend area then alternatives to the continued extension of the No. 116 should be implemented. One option to better serve the Big Bend area would be with a new direct route via Central Boulevard / Willingdon / Imperial / Boundary, North Fraser Way, Bryne and Marine Way, 20th and Trapp to 22nd Station.

This new two-way service between 22nd Street Station and Metrotown would be far more direct, offer faster travel time to/from Big Bend, increase transit coverage within Big Bend and offer more choice to existing and potential transit users by connecting to SkyTrain on both ends.

8.0 CONCLUSIONS

The introduction of the No. 116 bus route to the western end of the Big Bend did introduce limited peak hour weekday transit service to the area. However, there have been several concerns voiced by a number of employers within the Big Bend that this service does not meet existing needs. Moreover, with the current development activity in the area this transit service shortfall would only worsen if corrective measures are not taken. The extension of Glenlyon Parkway / North Fraser Way to Bryne in the spring of 2000 will offer the opportunity to offer a entirely new two-way service between Metrotown Station and 22nd Street Station to significantly improve transit coverage within Big Bend, improve connections to the regional transit network and offer more choice to existing and potential transit users. This type of transit service improvement must be in place to foster transit as a viable transportation option for the 18,000 employees projected for the Big Bend area.



D.G. Stenson, Director
PLANNING AND BUILDING

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c.c. City Manager

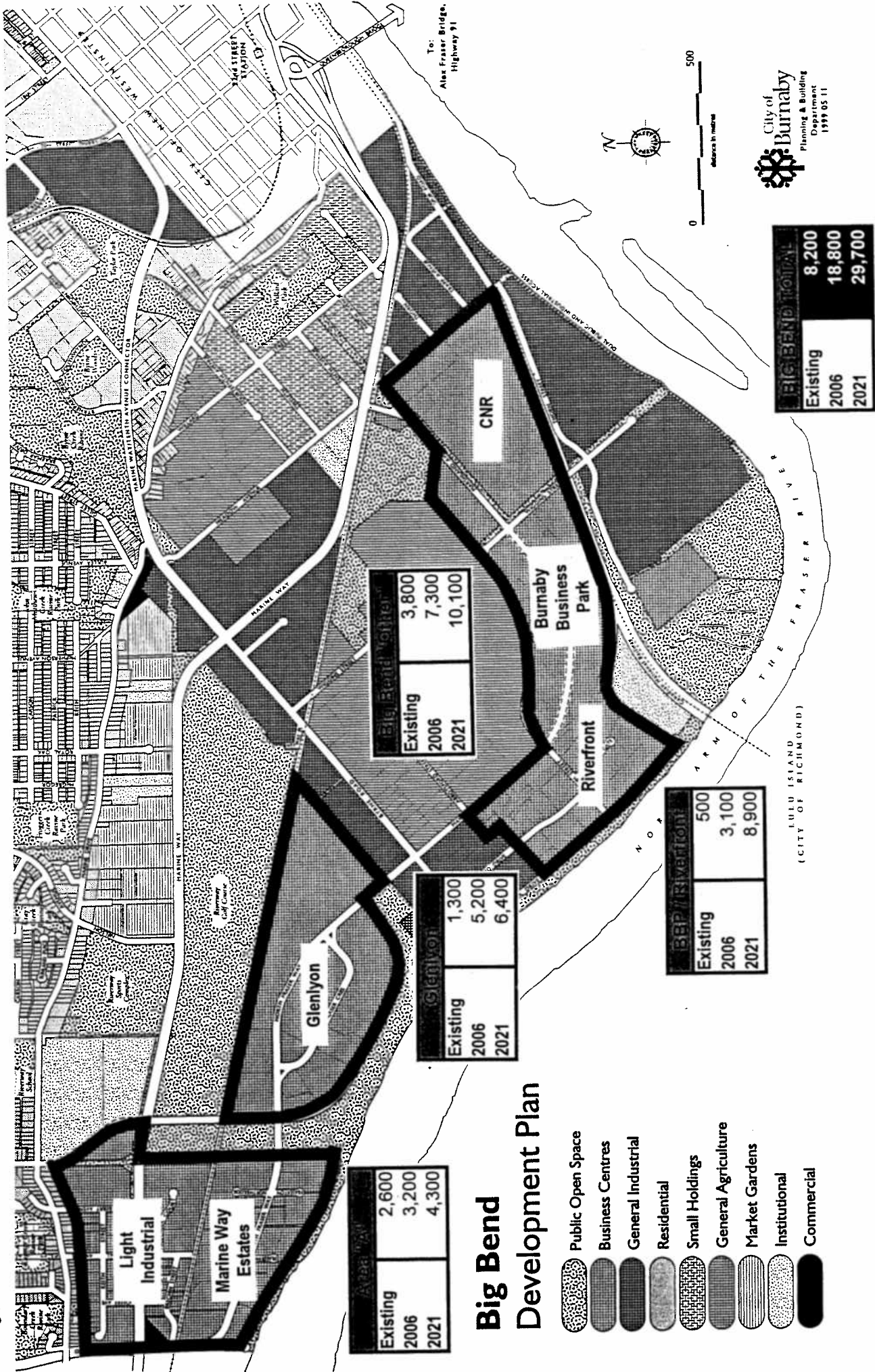


Figure 1
Employment Projects for the Big Bend

#116 Metrotown Station/Suncrest

NOTE:
See separate plan
for stop arrangements
within Metrotown Station

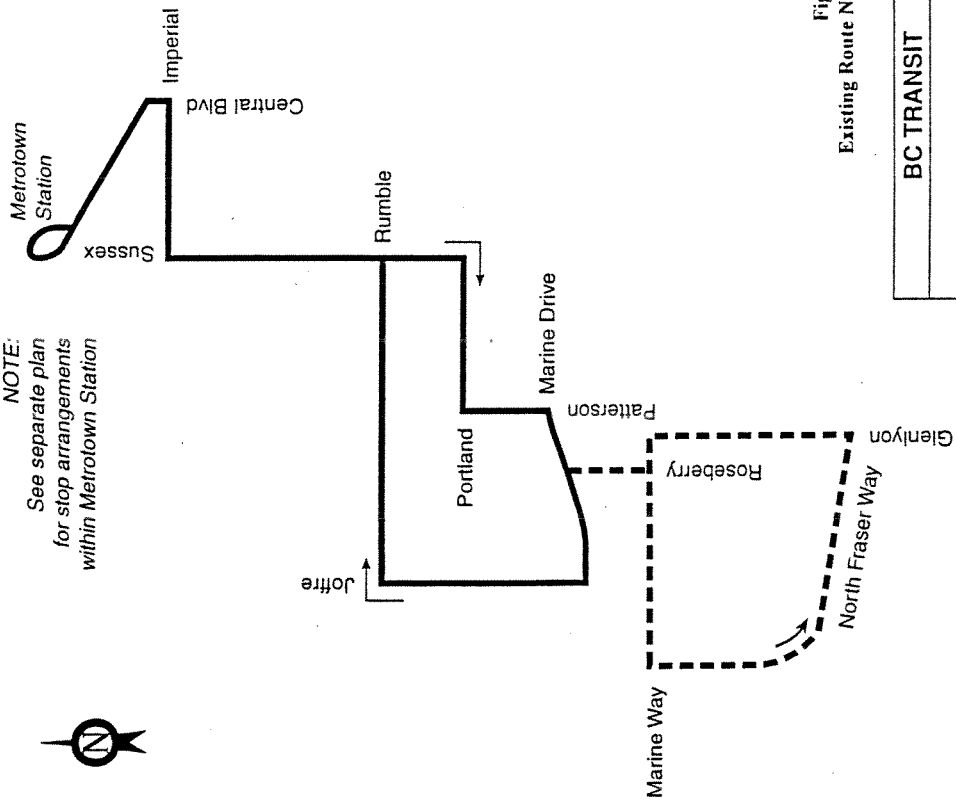




Figure 2
Existing Route No. 116

BC TRANSIT		
	Regular Route	
	Peak periods only	
Drawn Feb 9/15W	Revised/CMA Jan 08	Service Planning & Effective

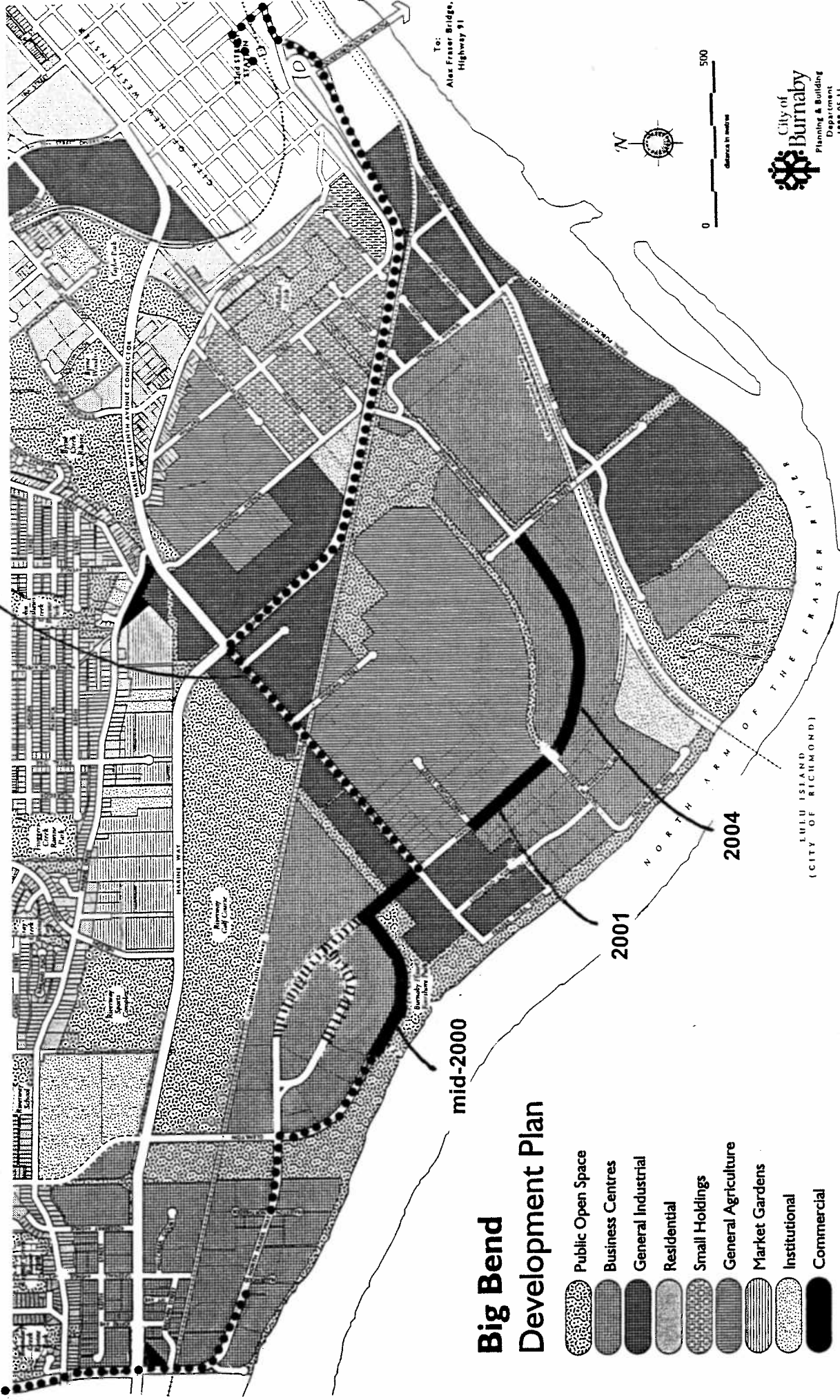
GLENLYON BUSINESS PARK

80


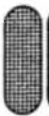


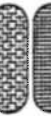




Ref No.	Address	Tenant	Site Size (acres)	e.p.a.	Number of Employees		
					Existing	Fall 1999	2000
8800	Glenlyon Parkway	Future Shop	8.1	73.66	600	900	900
8900		INEX	2.7	48.85	130	130	130
9000		Ballard - Phase I	8.1	31.05	250	250	250
9100		BC Tel	5.1	68.76	350	350	350
sub-total					1,330		
9200		Morgan	6.0	55.53			333
4200	North Fraser Way		2.4	55.53			133
4300			2.0	55.53			111
4343		Ballard - Phase II	6.3	55.53			350
5000			10.0	55.53			555
5001							
					1,330	1,630	3,113
						123%	234%
						148%	

Future Conceptual Transit Route

TO WESTSTOWN



**Big Bend
Development Plan**

-  Public Open Space
-  Business Centres
-  General Industrial
-  Residential
-  Small Holdings
-  General Agriculture
-  Market Gardens
-  Institutional
-  Commercial



**Figure 4
Planned Road Improvements**

