

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRANSPORTATION AND TRANSIT DIVISION)

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

BUS TRAFFIC ON DOUGLAS ROAD AND ON KITCHENER STREET

RECOMMENDATIONS:

1. **THAT** Council direct staff to monitor bus volumes on Kitchener Street east of the Burnaby Transit Centre in 1999 October and report to the Committee on the results of these studies.
2. **THAT** a copy of this report be forwarded to Mr. D. Renwick, Manager, Burnaby Transit Centre, Coast Mountain BusLink and Mr. Scott Mitchell, 4005 Grant Street, Burnaby, B.C.

REPORT

The Traffic and Transportation Committee (Transportation and Transit Division), at its meeting held on 1999 September 08, 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 PLANNING & BUILDING
- DIRECTOR ENGINEERING

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

1999 SEPTEMBER 01

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.

RECOMMENDATIONS :

1. **THAT** the Traffic and Transportation Committee direct staff to monitor bus volumes on Kitchener Street east of the Burnaby Transit Centre in 1999 October and report to the Committee on the results of these studies.
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REPORT

1. BACKGROUND

At its regular meeting of 1999 February 10, the Traffic and Transportation Committee received a delegation from Mr. Scott Mitchell of 4005 Grant Street, Burnaby on the subject of the continued use of Kitchener Street east of the Burnaby Transit Centre by Coast Mountain BusLink buses in violation of the agreement between the City of Burnaby and Coast Mountain BusLink that prohibits use of this section of Kitchener Street by transit buses. In response to concerns expressed by Mr. Mitchell the Committee brought forward a report that outlined the results of the monitoring program for buses on Kitchener Street and requested that staff forward the report to Coast Mountain BusLink with a covering letter advising that if violations continue that the City will undertake a neighbourhood review with the prospect of installing speed humps on Kitchener Street. This letter was forwarded to Coast Mountain BusLink and after a period of three months in mid-May bus volumes on Kitchener Street were monitored further. This report is written to advise the Committee on the results of the most recent monitoring studies to determine the compliance by Coast Mountain BusLink to the agreement.

2. CORRESPONDENT'S CONCERNS

At his appearance before the Committee, Mr. Scott Mitchell noted that Coast Mountain BusLink buses continue to use Kitchener Street and Douglas Road. The delegation noted that bus drivers are not listening to their supervisors concerning the use of Kitchener Street and

possibly as a result of the high turnover of drivers, the message is not getting through. It was the conclusion of the delegation that the no buses should be using Kitchener Street and that there was an immediate need to install speed humps to physically prevent buses from using Kitchener Street.

3. RECENT MONITORING

After the implementation of the agreement in 1998 September monitoring was under taken in 1999 January to allow Coast Mountain BusLink sufficient time to enforce the terms of the agreement. As shown in *Table 1 below* these monitoring studies showed a total of 25 violations occurred during the four-day observation period from 1999 January 30 to 1999 February 02. The Committee viewed this rate of violation as unacceptable.

To determine the current violation rate staff conducted 24 hour vehicle classification counts from 1999 May 11 and 1999 May 15 to 17 as summarized in *Table 1*. For purposes of comparison the table shows in parentheses the violations occurring on the same days of the week as the previous monitoring period.

TABLE 1
NUMBER OF BUSES
KITCHENER STREET: DOUGLAS TO INGLETON
May 1999 Monitoring (February 1999 Monitoring)

TIME PERIOD	Sat 30	Sun 31	Mon 01	Tues 02	Total
Morning (6 am. to 9am.)	0(0)	0(0)	0(1)	0(1)	0(2)
Day (9am. to 4 pm.)	0(1)	1(1)	0(7)	6(7)	7(16)
Evening (4pm. to 7pm.)	2(0)	1(0)	0(4)	2(2)	5(6)
Night (7pm. to 6am.)	1(1)	2(0)	0(0)	0(0)	3(1)
All Day	3(2)	4(1)	0(12)	8(10)	15(25)

The recent counts covering a four day period show a reduction in the number of buses using Kitchener Street in violation of the agreement from 25 buses during the previous four day period in February to 15 buses in the May monitoring period.

Early morning, night and weekend violations are very few. In summary, the results show continued improvement in reducing the rate of violation of the agreement.

4.0 ACTIONS TAKEN BY COAST MOUNTAIN BUSLINK


Since the monitoring studies in late January that showed a significant rate of violation of the agreement staff have had further discussions with Coast Mountain BusLink. As a result, staff of the Burnaby Transit Centre has taken the following additional actions to reduce the rate of violation:

- an operators' bulletin has been reissued reminding operators of the restrictions to the use of Kitchener Street
- a message has been sent to all Garage Superintendants to inform operators from other Transit Centres not to use Kitchener Street when bringing buses to and from the Overhaul Centre for maintenance
- bus numbers and times of buses violating the agreement are being recorded and reprimands issued

Continuation of these actions by Burnaby Transit Centre staff is expected to result in further reductions in the number of violations.

5. CONCLUSION

The September 1998 agreement with Coast Mountain BusLink has to this day resulted in a continuing reduction in buses using Kitchener Street. From 110 buses in a four-day period using Kitchener Street in July 1998 (before the agreement) to 25 buses in January 1999 to 14 buses in May 1999 there has been a continued decline in the number of violations. In recognition of the continuing improvement achieved by Coast Mountain BusLink it is recommended that the City continue to monitor adherence to the agreement with further counts of bus volumes to be undertaken in 1999 October.


D.G. Stenson, Director
PLANNING AND BUILDING

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cc: City Manager
Director of Engineering