

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRANSPORTATION AND TRANSIT DIVISION)

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

RE: BICYCLES ON SKYTRAIN VEHICLES

RECOMMENDATIONS:

1. **THAT** Council encourage *TransLink* to adopt a bikes on SkyTrain vehicles policy.
2. **THAT** Council forward a copy of this report to the TransLink (Chair), GO GREEN Choices (Director) and the Burnaby Bicycle Advisory Committee.

REPORT

The Traffic and Transportation Committee (Transportation and Transit Division), at its meeting held on 2000 October 11, received and adopted the attached report to recommend that the City of Burnaby formally encourage TransLink to adopt a bicycle-on-board supportive SkyTrain vehicle policy.

Respectfully submitted,

Councillor N. Volkow
Chair

Councillor D. Evans
Vice Chair

Councillor N. Harris
Member

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

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

2000 October 4

FROM: DIRECTOR PLANNING AND BUILDING

OUR FILE: 08.110.2

SUBJECT: BICYCLES ON SKYTRAIN VEHICLES

PURPOSE: To recommend that the City of Burnaby formally encourage *TransLink* to adopt a bicycle-on-board supportive SkyTrain vehicle policy.

RECOMMENDATIONS:

1. **THAT** the Traffic and Transportation Committee (Transportation and Transit Division) encourage *TransLink* to adopt a bikes on SkyTrain vehicles policy.
2. **THAT** the Traffic and Transportation Committee (Transportation and Transit Division) forward a copy of this report to the *TransLink* (Chair), GO GREEN Choices (Director) and the Burnaby Bicycle Advisory Committee.

REPORT

1.0 INTRODUCTION

Currently *TransLink* has a policy which precludes passengers from bringing bicycles into SkyTrain vehicles. This is understandable given the limited interior size of the existing Mark I SkyTrain vehicles.

However, the procurement of the new larger Mark II SkyTrain vehicles signals an opportunity to abandon this restrictive policy for a more multi-modal approach to encouraging bike-transit-bike trips. *TransLink* has recognized this opportunity and is currently reviewing their bike-on-board SkyTrain vehicle policy.

The purpose of this report is highlight the potential impact of retaining the existing bike exclusionary policy with the introduction of the Millennium SkyTrain Line and to provide clear direction to *TransLink* in developing a bike-on-board SkyTrain policy. This direction is consistent with Policy No. 22 of the Burnaby Transportation Plan, "*That safe and convenient cycling facilities be provided as an alternative to the use of private vehicles.*"

2.0 THE BIKE TRANSIT COMBINATION

Using a bike in combination with transit, particularly rapid transit, can form a powerful partnership as an alternative to using a single occupant vehicle (SOV). **Figure 1** shows that different forms of transportation that are alternatives to the SOV are more appropriate depending on the degree of flexibility required and distance travelled. The bicycle offers the convenience and independence of the SOV and when combined with transit can be used for trips of greater distance.

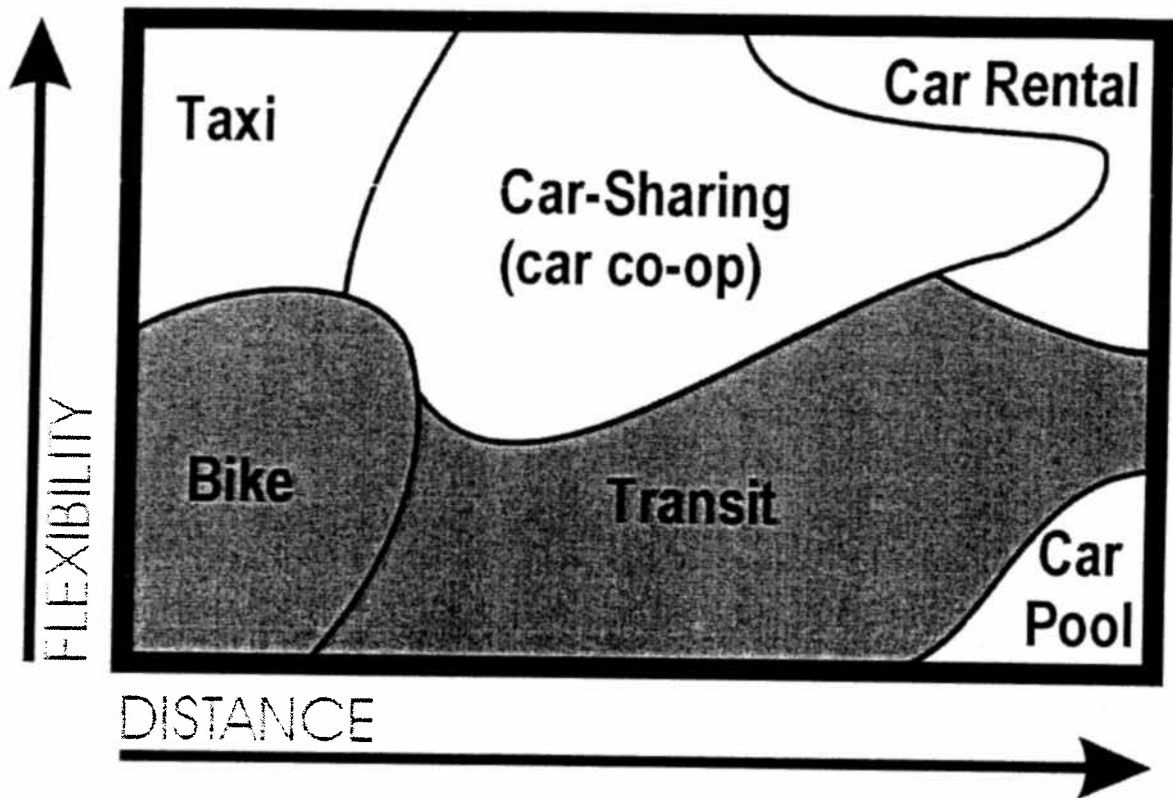


Figure 1

How Does the Bike-Transit Partnership Work

If the traveller is allowed to take their bike with them on the transit portion of their trip (as they can now with SeaBus and some bus routes) the convenience of the bike can also be used on both ends of their trip (as referenced in the article in **Attachment A**). Currently someone in North Vancouver can ride to the SeaBus, board the SeaBus with their bike, and then continue the trip to their destination in downtown Vancouver. This results in the bike providing faster access from the local neighbourhoods to the rapid transit service (in this example SeaBus). This results in a fast and convenient “door-to-door” travel choice.

3.0 EXISTING CONDITION 99 B-LINE

The existing 99 B-Line service operates between Lougheed Mall, Broadway SkyTrain Station and UBC with limited stops in between. In Burnaby, this service operates on the Lougheed Highway / Winston Street and service stops at Lougheed Mall, Brentwood Mall, and Boundary Road. As shown in **Figure 2**, this articulated bus service is equipped with bike racks and can accommodate up to two bike on each bus. The 99 B-Line is a route of regional significance and has played an important role in building transit ridership as a forerunner to the proposed Millennium SkyTrain Line. The 99 B-Line service now operates as frequently as every 10 minutes in the morning and afternoon peaks from Lougheed Mall.



Figure 2 *99 B-Line Loading Bikes at Lougheed Mall*

However, even running as often as every 10 minutes in the peak periods, the 99 B-Line has become a victim of its own success. On occasion buses pass-by passengers wishing to load a bus with their bike because the two bike positions are already both full. This results in the bicycle user having to wait for the next bus to arrive, which in turn adds delay and uncertainty to their trip.

4.0 MILLENNIUM SKYTRAIN LINE

In the summer of 2002, the 99 B-Line will become redundant with the introduction of the Millennium SkyTrain Line running parallel to Lougheed. This could result in the bike accessible B-Line bus service being replaced with a non-bike accessible SkyTrain service. This potential degradation of bike access to rapid transit along the Lougheed in Burnaby is clearly not desirable.

TransLink also has plans to equip all of their bus fleet with bike racks as early as possible, but even with all of their buses equipped there will be no other high frequency east-west bus service south of bus route No. 135 (Vancouver to SFU) on Hastings in Burnaby.

The Millennium Line will initially have six stations (Gilmore, Brentwood, Holdom, Burnaby Lake (Sperling), University (Production) and Lougheed Town Centre. Alternatively, this would significantly increase the amount of access to the rapid transit network within Burnaby if a supportive bike-on-board SkyTrain policy were to be adopted by *TransLink*. It should be noted that although bike racks and lockers are planned at each SkyTrain station, they are limited in number and each bike locker will be leased to a long term frequent transit user (i.e. one locker, one user). This will result in only a portion of the people wishing to access the Millennium Line by bike being served.

5.0 MARK II VEHICLES

The new Mark II vehicles, shown in **Figure 3**, being ordered are larger and have more interior space than the existing Mark I SkyTrain vehicles. This offers the opportunity to introduce bicycles on board the SkyTrain vehicles in a number of different ways.

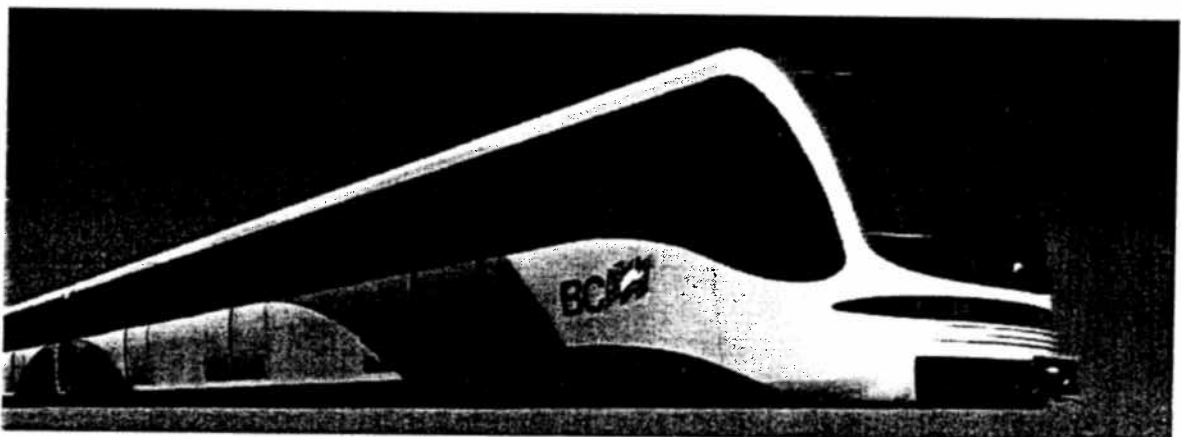


Figure 3

Mark II VEHICLES

- Bicycles could be allowed on **all vehicles** during **all periods** of the day (peak as well as off peak periods).
- Bicycles could be allowed on **some vehicles** (say the last car of each Mark II train) during **all periods** of the day (peak as well as off peak periods).
- Bicycles could be allowed on **some vehicles** (say the last car of each Mark II train) during **some periods** only (off-peak periods, non-rush hours, only).
- **Bicycle racks** could be provided **within all vehicles** on the new trains as Bombardier offers an interior bike rack system for the Mark II vehicles as an option. This would involve a marginal reduction in the number of seats in the car (as shown in Figure 4).
- **Bicycle racks** could be provided **within one designated vehicle** in each train (i.e. the last vehicle of each train).

TransLink currently contemplates mixing the operation of the Mark I and Mark II vehicles on the existing SkyTrain line and the new Millennium Line. Even if bike-on-board access was only permitted on the new Mark II vehicles, bike-on-board access could be introduced to the entire SkyTrain system if the mixed fleet operating strategy is adopted.

This would result in potential more bike capacity than the 99 B-Line now offers on a more frequent service serving more stations. The result would be an order-of-magnitude increase in the bike access to the rapid transit network within Burnaby.



Figure 4

Bikes on VTA LRT Vehicle

6.0 OTHER TRANSIT AGENCIES

As shown in **Figure 4**, allowing bikes-on-board rapid transit vehicles is in practice with a number of transit agencies within North America and is common place within Europe. Some North American examples are listed below **Table 1**.

Table 1
North American Transit Agencies
that have Supportive Bike-on-Board Policies

Agency	Location	Type of Vehicles Bikes Have Access to
C-Train	Calgary, Alberta	rapid transit (LRT) *
ETS	Edmonton, Alberta	rapid transit (LRT) **
Metro, Subway	Montreal, QC	rapid transit *
TTC, Subway	Toronto, Ont	rapid transit *
SeaBus	Vancouver, BC	rapid transit (ferry)
Valley Transportation Authority	Santa Clara (San Jose), CA	rapid transit (LRT)
RTD	Denver, CO	rapid transit (LRT)
BART	San Francisco, CAL	rapid transit
Metro Rail	Washington, DC	rapid transit
WestCoast Express	Vancouver, BC	commuter rail
Caltrain	San Mateo, CAL	commuter rail

* Peak periods (rush hours) excluded

** Peak period (rush hours) / peak direction excluded

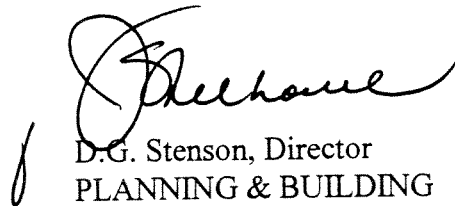
7.0 CONCLUSION

TransLink is currently reviewing their existing exclusionary bike-on-board SkyTrain vehicle policy recognizing that the new Mark II SkyTrain vehicles do provide an opportunity to allow bike access into these new vehicles. When cycling and transit are combined to form a bike-transit-bike trip, the result can be a very enjoyable, fast and convenient trip, particularly for trips involving long distances.

Currently, the 99 B-Line bus service does an excellent job of fulfilling this need by accommodating bikes on this high-frequency limited stop express bus service. However, even with its high frequency, on occasion, the 99 B-Line is not able to keep up with the bike-on-board demand. Moreover, with the introduction of the Millennium SkyTrain Line the bike access Burnaby now enjoys to the rapid transit system may be potentially lost if *TransLink* does not adopt a bike-on-board supportive policy for SkyTrain.

Other transit agencies throughout North America and Europe currently allow bikes-on-board various types of rapid transit vehicles including light rail, metro and commuter rail systems. Even within the existing *TransLink* family of services, there are local successes including SeaBus and WestCoast Express.

The introduction of the Millennium Line with larger vehicles, more frequent service and more stations to access to the system within Burnaby brings the opportunity to increase access to the rapid transit system for bikes. This opportunity should be seized. Therefore, it is recommended that *TransLink* be requested to adopt a bike-on-board supportive policy for SkyTrain vehicles to address the increasing bike-transit-bike travel demand to, from, within and through Burnaby.


D.G. Stenson, Director
PLANNING & BUILDING

- cc. City Manager
- Director Engineering
- Manager of Implementation Planning, TransLink
- Manager of Transportation Demand Management, TransLink

GO GREEN Choices **getting to work**
The Go Green Coordinator Newsletter

VOLUME 3, ISSUE 1

PAGE 4

Diaries of a Multi-Modal Commuter

Living in Coquitlam has provided me with many obstacles to cycling, least of which are all the hills! But when the 99 B-line rapid bus, equipped with bicycle racks was implemented, I knew I had no more excuses. It takes only 15 minutes to get from my house to Lougheed Mall by bicycle, and it is mostly downhill. The best part is that I use a side street with very little traffic. It makes for a relaxing and enjoyable ride.

When I first began multi-modal commuting, I could not believe how easy it was to use the bike racks on the 99 B-line! You just squeeze the handle and pull to lower the rack. Then place your bike in the rack and pull the arm over your front tire. I get a seat right at the front so I can keep an eye on my baby. The poor bus driver, I'll have to try and remember to turn my blinking light off!

It takes about 45 minutes by bus to get to Cambie and Broadway, just enough time to relax and read the newspaper. Then I'm rested from the bus ride and ready to saddle up. The Cambie Street Bridge is easy to cycle as it has a wide sidewalk on the eastside for cyclists and pedestrians. When you pass other cyclists they always say hello - even



on the hills! Once downtown, it is relatively flat; though I do have to be alert for things like pedestrians and people opening car doors. I try to keep a meter away from the parked cars and always use my hand signals. It is a short 10 minutes of light cycling and I'm at my destination. Since our building doesn't have showers, I use the Fit City bicycle lock up at BCIT. They have a great secure bike lock up for my steed and a gym if I've still got some steam for some weight training. At the office, I'm energised and ready for whatever comes my way. No need for the caffeine injection and I don't have to feel guilty when I cave in to the afternoon chocolate craving.

On the way home, I am usually not in a rush so I take my time and this allows me to take in the scenery. I actually see the faces of the people on the sidewalk and we smile at each other as we pass. An unusual sensation of being connected to the community overcomes me. A neighbour enjoying his tea at the end of the driveway smiles and shouts "Good Evening" at me as I pass by his house.

(See Happy Commuter on page 6)

(Happy Commuter from page 4)

I also like riding past Como Lake because there are lots of different birds, geese and ducks to watch. I once saw a duck with a horn on its bill! When I have time, I stop for a little break and feed them. I keep a little bag of seed in my backpack, as essential as my pump and extra tube.

Last week, I saw two guys jogging up from Mundy Park. I recognised one as my brother and yelled to him, "Good job!" He smiled and I got a warm feeling as I haven't seen him recently. This is time I used to spend at the gym, but now I save time by exercising while I commute. The air is so much fresher outdoors than in the stale, hot gym. I also notice that when I can't cycle I don't lose the benefits as quickly as I did before. By the time I get home, I am in such a good mood I can't help singing to myself...

For more information on commuter survival techniques, call Tango 689-4467 or email tango@best.bc.ca

