

TO: CITY MANAGER 2002 August 7
FROM: DIRECTOR PLANNING AND BUILDING Our File: 08.221
SUBJECT: BURNABY/NEW WESTMINSTER AREA TRANSIT PLAN;
BUS SERVICE ADDITIONS TO BRIGHTON AVENUE
PURPOSE: To respond to the issues raised in correspondence received from Nancy Von Euw

RECOMMENDATION:

1. **THAT** copies of this report be forwarded to Nancy von Euw, Glen Leicester, Director of Implementation Planning, TransLink; and Judie Robertson, Manager, Service Implementation, Coast Mountain Bus Company.

REPORT

1.0 BACKGROUND

Appearing under correspondence on the Council agenda is a letter from Nancy von Euw concerning changes to the Burnaby/New Westminster Area Transit Plan as it relates to Brighton Avenue. The purpose of this report is to respond to the specific concerns and alternatives outlined in the correspondence dated 2002 July 10 from Nancy von Euw of 3575 Brighton Avenue.

At its regular meeting of 2002 June 24, Council adopted a report from the Traffic and Transportation Committee which recommended the use of City streets, including Brighton from Government Street to Lougheed Highway, to accommodate bus service integration with the Millennium SkyTrain Line resulting from the Burnaby/New Westminster Area Transit Plan process. The 2002 June 24 report summarized the response received from the 34 households (including the von Euw household) to the more than 2,300 TransLink letters issued to potentially impacted residents in Burnaby. Nancy von Euw had contacted both the City and TransLink in response to the resident mailer and noted her concern regarding the proposed bus service on Brighton between Government and Lougheed. These concerns were referenced in the Council report of 2002 June 24 as, "One household on Brighton between Lougheed and Winston was concerned about the cumulative effect of 200 buses a day being introduced to this section of roadway (combined two-way volumes for the #110 and #136)." The approximate location of their residence is shown on **Figure 1 (attached)** with an "x".

2.0 PENDING BUS ROUTE CHANGES ON BRIGHTON AVENUE

Currently Brighton Avenue between Lougheed and Government carries over 12,000 vehicles on a typical weekday. Therefore an increase of 200 vehicles a day on this section of Brighton would represent an overall increase in daily traffic of less than 2%. Moreover, Brighton is designated as a truck route in the Burnaby Transportation Plan and as such carries a high proportion of truck traffic to and from the industrial lands in the Lake City Way area.

As shown in **Figure 1 (attached)**, there are currently a number of bus routes operating in the Government Road area. The majority of these, about 350 on a weekday, operate on Lougheed in the east-west direction. In general, the majority of the services operating on Lougheed will become redundant with the opening of the Millennium Line and will be deleted. The remaining local services will need to be significantly restructured to integrate with the Millennium SkyTrain line and the new Production Way/University Station, the rapid transit gateway to SFU. Of these local services there are currently only two trips by the #110 school special which leave its regular route and use Brighton to connect the Government Road neighbourhood to Burnaby Mountain Secondary School.

As shown in **Figure 2 (attached)**, sections of existing bus routes #110 (about 90 buses a day), #134 (about 80 buses a day) and #136 (about 110 buses a day) are proposed to be restructured to offer more direct connections to the Production Way/University Millennium Line SkyTrain Station. This would result in two bus routes (#110 and #136 totalling about 200 buses a day) travelling along Brighton between Lougheed and Winston/Government. These two routes would operate from 5:00 am to 1:00 am on weekdays and there would be about 14 buses per hour (or an average of a bus about every four minutes) during the rush hours and about eight buses per hour (or an average of a bus about every seven minutes) during the other periods of the day. There would be fewer buses on weekends and holidays. The revised #110 would operate on Eastlake, Beaverbrook and Cameron east of Brighton (these streets are currently served by the #134) and would offer a more direct service to Burnaby Mountain Secondary School from the Government Road neighbourhood. The proposed #136 would operate on Government east of Brighton (this section of Government is now served by the #110).

3.0 RECENT CORRESPONDENCE

The following is a response to the concerns and alternative transit service options put forward in the correspondence dated 2002 July 10 from Nancy Von Euw of Brighton Avenue.

3.1 Concerns

- *Noise levels produced by TransLink buses are on the cusp of the Transport Canada's noise guidelines: Current Transport Canada external residential*

noise guidelines suggest noise levels for buses should not exceed 83 dBA. TransLink staff note that their buses typically operate within these guidelines, usually in the 75 to 83 dBA range.

- *Decreased air quality in the area:* The technology associated with diesel engines is continually improving in response to National engine emission regulations. As a result TransLink's diesel bus fleet is becoming lower-emission producing over time as older vehicles are overhauled during heavy maintenance or are replaced outright with newer vehicles. Moreover, it only takes four passengers to make a transit buses emission lower than a typical car on a per person basis.
- *Increase in traffic and safety issues:* The transportation goal of the Burnaby Official Community Plan (OCP) is "to strive to facilitate the efficient movement of people and goods in a cost-effective manner which enhances the environment and the livability of the entire community." This goal is supported by the objectives of reducing the overall impact of the transportation system by the expansion of the transit system, and carrying more people in fewer vehicles.
- *Great number of trucks use Brighton Avenue, many using engine brakes:* A "Truckers, please avoid the use of engine brake in urban areas" sign was installed in early July on Brighton southbound between Lougheed and Government in response to this specific concern.
- *Issues exacerbated by hill (slope of Brighton):* Brighton has a slope of about 6% between Lougheed and Winston/Government. This grade does not pose a significant challenge for TransLink's buses and is considered to be within their typical operating range.

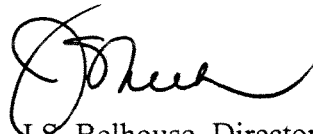
3.2 Alternatives Suggested by Nancy von Euw

- *Do not re-route the buses onto Brighton Avenue:* If routes #134 and #110 were left operating the way they do now, transit patrons would be faced with a transfer distance of over 400 m from either Winston/Government to the south or Eastlake Drive to the north. According to research on transit patron walking distance, this is beyond the acceptable walking distance of the majority of transit patrons.
- *Schedule fewer buses before 7 a.m. and after 10 p.m.:* During the bus service reductions implemented in 2001, reductions to early morning service and late evening service were the source of some of the strongest concern received from transit patrons.

- *Use smaller and quieter, environmentally friendly buses:* Given the ridership on these two existing routes smaller vehicles would not be practical. As an example to our understanding a larger, 60' articulated bus is often used to meet ridership demand on the #110 school special that now serves Burnaby Mountain Secondary School.
- *Construct a sound barrier or plant fast growing evergreen trees to absorb the sound and clean the air:* The City typically only constructs noise fences, as required, on new arterial roads at the time they are constructed. However, the City will be initiating a planning process for the Brighton Urban Village in the near future and this will include a review of what changes, if any, the future street scape of Brighton should ultimately include.

4.0 CONCLUSION

In the case of the existing Expo SkyTrain Line, a significant amount of transit patrons are walk-on patrons. However, in north Burnaby the future land use plans will take some time to develop around the new Millennium SkyTrain Line. As a result, the local bus network, and in particular, the proposed bus route changes required for integration with the Millennium Line, including those outlined in this report for Production Way/University Station, will be paramount to delivering transit riders to this new line in the short term. Although Brighton Avenue has some limited bus service today, staff acknowledge that there will be a significant increase in bus volumes on Brighton related to the introduction of Production Way/University Station. However, it is felt that there are no practical alternative routes which could be used to approach the new SkyTrain station from the south. A "Truckers, please avoid the use of engine brake in urban areas" sign was installed in early July on Brighton southbound between Lougheed and Government in response to this specific concern. Moreover, truck traffic volumes on Brighton may decrease as a proportion to total traffic in the longer term as the Lake City Way area redevelops into a office oriented business park as outlined in the recently approved Lake City Business Centre Guide Plan.



J.S. Belhouse, Director
PLANNING AND BUILDING

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cc. Director Engineering

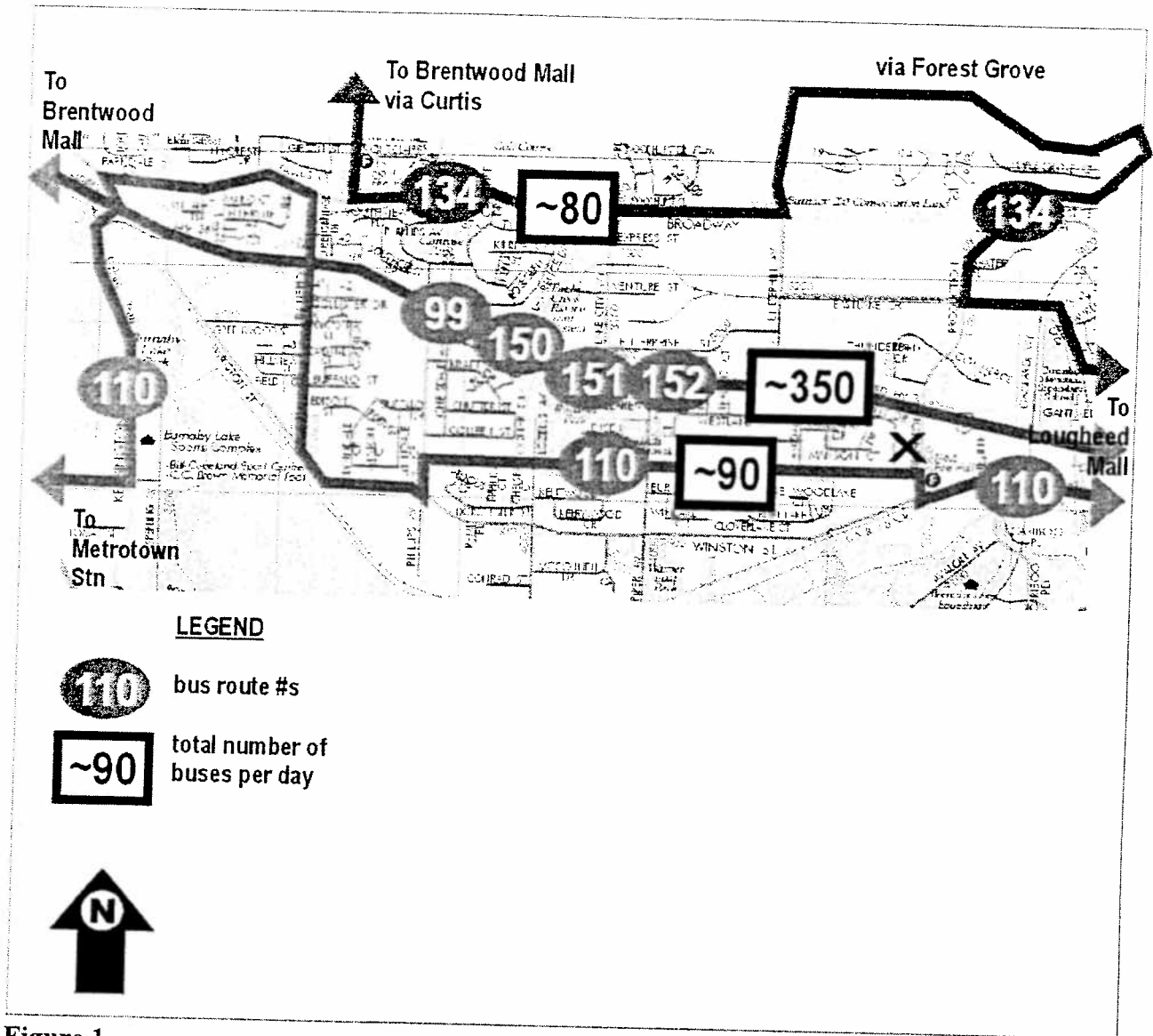


Figure 1

Existing Bus Routes and Daily Bus Volumes

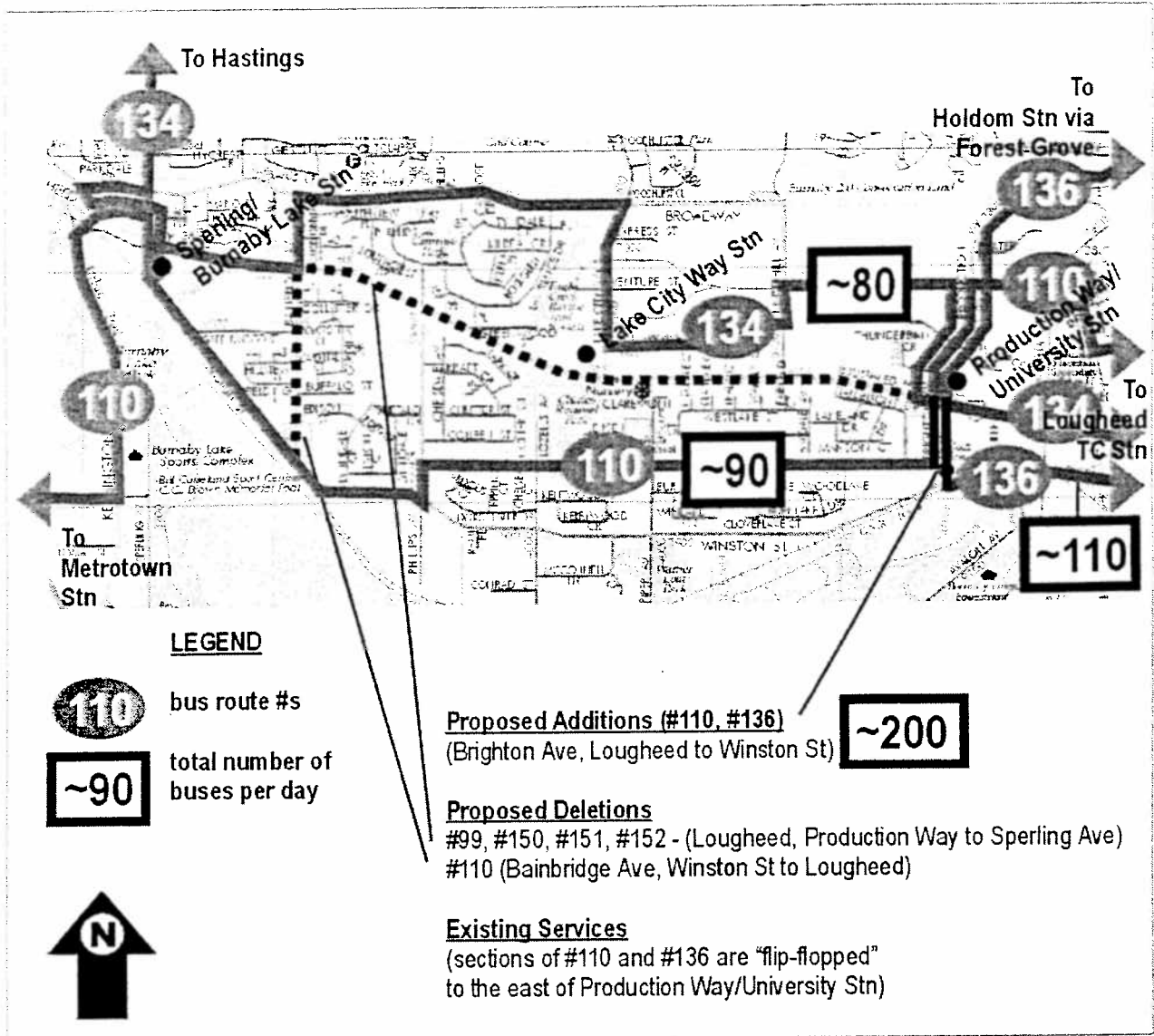


Figure 2

Revised Bus Routes and Daily Bus Volumes