

**TRAFFIC AND TRANSPORTATION COMMITTEE
(TRANSPORTATION & TRAFFIC DIVISION)**

HIS WORSHIP, THE MAYOR
AND COUNCILLORS

**SUBJECT: BURNABY/NEW WESTMINSTER AREA TRANSIT PLAN
BUS SERVICE ADDITIONS AND DELETIONS**

RECOMMENDATIONS:

1. **THAT** Council approve the use of the City streets identified in **Attachment "C"** of this report to accommodate the bus service integration with the Millennium SkyTrain Line as identified in the Burnaby/New Westminster Area Transit Plan.
2. **THAT** Council ask TransLink to monitor closely and report back to the City on the results of the service changes proposed to be introduced in the Lochdale and Montecito areas in September of 2002 to determine the extent to which the concerns outlined in this report are materializing.
3. **THAT** a copy of this report be forwarded to Glen Leicester, Manager of Implementation Planning, TransLink; Judie Robertson, Manager, Service Implementation, Coast Mountain Bus Company and those residents who requested a copy of this report.

R E P O R T

The Traffic and Transportation Committee (Transportation and Transit Division), at its meeting held on 2002 June 12, received and adopted the attached report bus route service changes being proposed as part of the Burnaby/New Westminster Area Transit Plan. Most of these route changes are required in 2002 September to accommodate the opening of the Millennium SkyTrain Line. These proposed bus route changes are designed to provide direct connections to the Millennium Line SkyTrain Stations and to offer transit users increased travel choices by implementing a more urban style "grid" of local bus service in north Burnaby. The majority of these changes will occur on roads which currently have bus service operating today, however, there are some additions to bus service that will involve roads which currently do not have bus service as well as some streets where bus service will be deleted.

Respectfully submitted,

Councillor N. Volkow
Chair

Councillor D. Evans
Vice Chair

Councillor B. Der
Member

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

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

2002 March 7

FROM: DIRECTOR PLANNING AND BUILDING

OUR FILE: 08.221

SUBJECT: BURNABY/NEW WESTMINSTER AREA TRANSIT PLAN

PURPOSE: To advise the Traffic and Transportation Committee of the proposed process to be undertaken by TransLink to inform Burnaby residents of planned bus route additions and deletions

RECOMMENDATIONS:

1. **THAT** the Traffic and Transportation Committee approve the approach outlined in section 3.3 of this report, as a method of seeking input from those Burnaby residents who may be directly impacted by the bus service changes proposed as part of the Burnaby/New Westminster Service Area Plan.
2. **THAT** the Traffic and Transportation Committee forward a copy of this report to Translink, Manager of Implementation Planning (Glen Leicester).

REPORT

1.0 INTRODUCTION

At its regular meeting held on 2002 January 21, Council received a presentation from TransLink staff outlining the draft bus route service changes being proposed as part of the Burnaby/New Westminster Area Transit Plan. Some of these route changes are required in 2002 September as part of the opening of the Millennium SkyTrain Line. These proposed bus route changes are designed to offer direct connections to the new Millennium SkyTrain Stations and to offer more of a "grid" bus route network within Burnaby, recognizing the road network within Burnaby is often curvilinear. The majority of these new routes will operate on Burnaby streets which already currently have bus service. However, there will be a few street sections which will lose local bus service and a few street sections where bus service is planned to be introduced for the first time. The purpose of this report is to highlight these areas and to outline the process being proposed by TransLink to inform the residents of Burnaby which may be directly affected by these proposed bus service changes.

TransLink will be giving a presentation on the details related to this issue at the Traffic and Transportation Committee (Transportation and Transit Division) meeting of 2002 March 13.

2.0 TRANSLINK'S PUBLIC CONSULTATION PROCESS

The Burnaby /New Westminster Service Area Plan has identified service improvements for both local and regional transit routes based on a community-driven process. The second stage of public consultation for the Burnaby/New Westminster Area Plan is now complete. This public input was received in response to community newspaper ads, posters, "buzzer" articles, and TransLink website postings, which culminated in the following four (4) area open houses hosted by TransLink and attended by City staff:

- Sunday, January 13, 11 a.m. to 6 p.m., at Brentwood Mall
- Tuesday, January 15, 9:30 a.m. to 5:30 p.m., at Royal City Centre
- Friday, January 18, 10:00 a.m. to 9:00 p.m., at Metrotown Centre (centre court)
- Saturday, January 19, 9:30 a.m. to 5:30 p.m., at Lougheed Mall

At these well attended public events, residents shared ideas for enhancing existing services, providing new routes, and for ways to improve transit service through improved customer information and supporting facilities (i.e. bus shelters and transit priority measures).

3.0 PROPOSED SERVICE CHANGES

It should be noted that the Planning Department and Engineering Department have completed a preliminary review of the TransLink proposals from an operational perspective and offer some initial comments below.

3.1 Service Deletions

TransLink is currently proposing to delete bus service from the roadway sections shown in **Figure 1 (attached)** and listed in **Table 1 (attached)**. Most of these deletions are due to the replacement of existing bus services with the Millennium SkyTrain Line (see deletions #11, #14, #15, and #24 on **Figure 1 attached**). The following concerns related to this group of service deletions were voiced during the recent TransLink open houses:

- Residents in the Lougheed Bainbridge area were concerned about the loss of local service on Lougheed and increased walking distances to Sperling Station (deletion #15 shown in **Figure 1 attached**). It should be noted that bus route #134 will offer a local bus connection to Sperling Station from the intersection of Bainbridge/Lougheed.

- Business owners and employees located along Winston who were enjoying the bus service that had been temporarily diverted to Winston from Lougheed during the construction of the Millennium Line (deletion #24 shown in **Figure 1 attached**) were concerned about the loss of this bus service. It should be noted that local bus service will continue to be provided to the area south of the Lougheed by bus route #110 via Government Road.

3.2 Service Additions

TransLink is also currently proposing to introduce bus service to the specific roadway sections shown in **Figure 1 (attached)** and listed in **Table 2 (attached)**. TransLink currently operates bus routes #131 and #106 to Edmonds station via Kingsway (between Salisbury and Edmonds) and Edmonds (between Kingsway and Salisbury). However, TransLink notes that these routes often experience delays at the Kingsway/Edmonds intersection. TransLink has proposed to divert these two bus routes to Salisbury (between Kingsway and Edmonds) shown as addition #Q in **Figure 1 attached**. It should be noted that staff do not support this one particular proposal. Instead, staff are proposing that a staged approach be implemented. The City plans to reconstruct the intersection of Kingsway/Edmonds in year 2003. Moreover, there are a large number of seniors in the Kingsway/Edmonds area who would likely be significantly inconvenienced by this potential change. Therefore, staff are recommending that this proposed change be delayed until such time as the intersection improvements for Kingsway/Edmonds are in place and their benefit to transit operations at this location can be evaluated.

3.3 Proposed Resident Outreach

Notwithstanding the response received to the second round of public consultation for the Burnaby/New Westminster Transit Area Plan, there are likely some residents who may be directly affected by the proposed bus service changes who may not yet be aware of these pending changes. To address this concern, TransLink has proposed to issue a set of letters to each of the following groups informing them of the planned bus route service change in their area:

- residents living on streets where a deletion of bus service are planned (these 14 road sections are underlined on **Table 1 attached**);
- residents living on streets where bus service is planned to be introduced (these seven (7) road sections are underlined on **Table 2 attached**); and
- residents who may have a bus stop located directly adjacent to their residential property (these would be a sub-set of the residents noted above).

The response received from this resident outreach will be summarized and reported back to the Traffic and Transportation Committee (Transportation and Transit Division). Staff will also pursue alternatives in response to concerns raised, wherever they are practical alternatives available.

4.0 CONCLUSION

The bus service changes proposed in the Burnaby/New Westminster Transit Area Plan have been, in general, well received by the public. The majority of these changes will occur on roads which currently have bus service today. However, there are a limited number of bus service additions on roads which currently do not have bus service, and a limited number of areas in which bus service will be deleted. Moreover, there is the potential that some residents who may be directly affected by this small group of bus service changes may not yet be aware of these proposed changes. The public outreach process outlined in this report, developed in association with Burnaby staff and to be undertaken by TransLink, has been proposed as a method of notification and issue identification. Once this resident outreach process has been completed, staff will summarize the response and report back to the Traffic and Transportation Committee (Transportation and Transit Division) prior to approval being sought from Council.


J.S. Belhouse, Director
PLANNING & BUILDING

Attachments (3)

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cc. City Manager
Director of Engineering

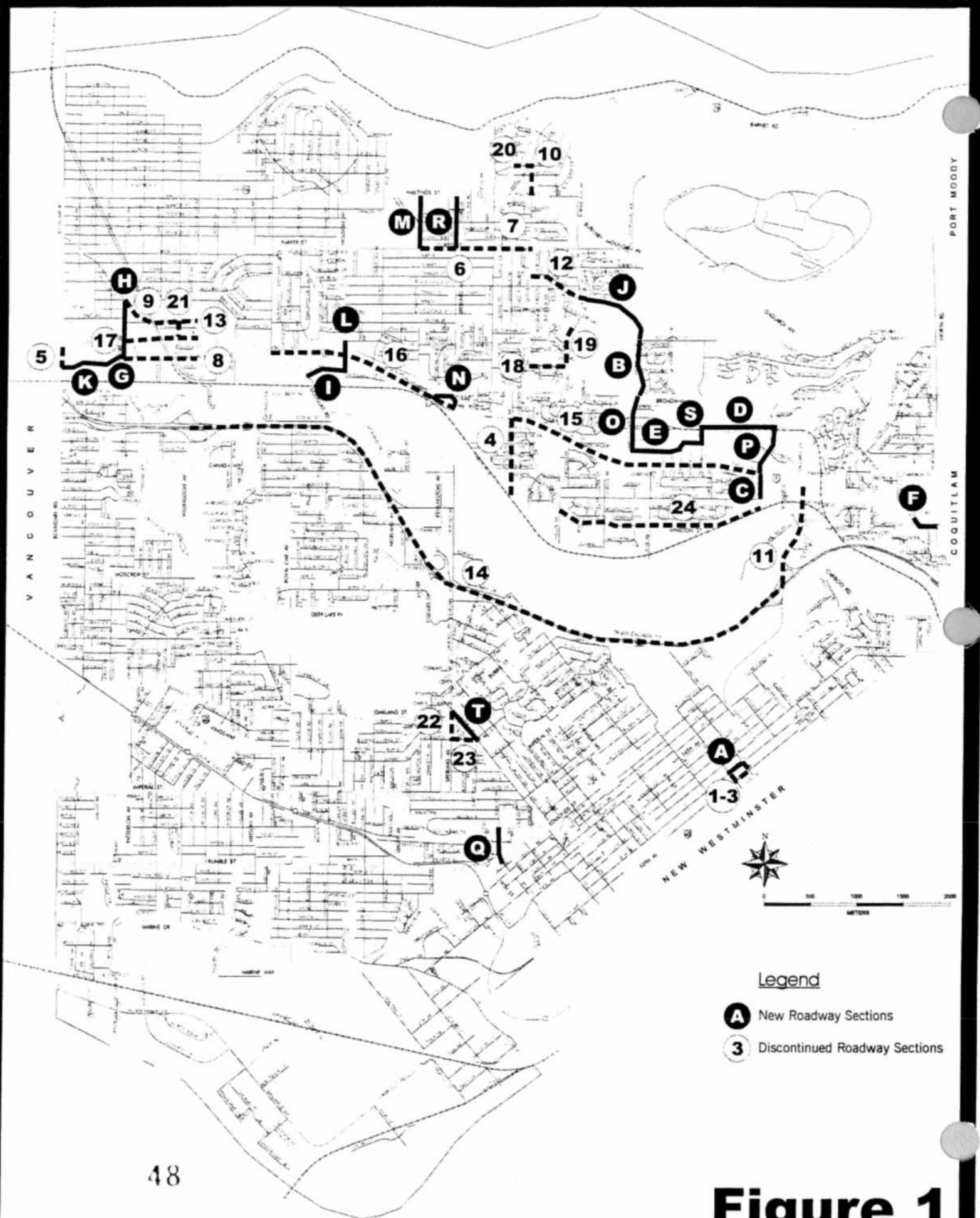


Figure 1

DISCONTINUED ROADWAY SECTIONS

version: March 7, 2002

Table 1

Discontinued Roadway	From	To	TransLink Proposal
1 <u>1 St</u>	<u>11 Ave</u>	<u>12 Ave</u>	<u>#101 rerouted from 11 Ave to 12 Ave</u>
2 <u>2 St</u>	<u>11 Ave</u>	<u>12 Ave</u>	<u>#101 rerouted from 11 Ave to 12 Ave</u>
3 <u>11 Ave</u>	<u>1 St</u>	<u>2 St</u>	<u>#101 rerouted from 11 Ave to 12 Ave</u>
4 <u>Bainbridge Ave</u>	<u>Winston St</u>	<u>Lougheed Hwy</u>	<u>#110 now routing via from Sperling Stn via Winston</u>
5 <u>Boundary Rd</u>	<u>Henning St</u>	<u>Lougheed Hwy</u>	<u>#28 rerouted via Henning to serve Gilmore Stn</u>
6 <u>Curtis St</u>	<u>Kensington Ave</u>	<u>Sperling Ave</u>	<u>#134 rerouted via Kensington Ave</u>
7 <u>Curtis St</u>	<u>Sperling Ave</u>	<u>Duthie Ave</u>	<u>#144 rerouted via Duthie Ave from Sperling Ave</u>
8 <u>Dawson St</u>	<u>Gilmore Ave</u>	<u>Willingdon Ave</u>	<u>#129 route revised to serve Gilmore Station</u>
9 <u>Douglas Rd</u>	<u>Gilmore Ave</u>	<u>Halifax St</u>	<u>#131 route combined with new 129 on Gilmore Ave</u>
10 <u>Duthie St</u>	<u>Hastings St</u>	<u>Ridge Dr</u>	<u>#135 rerouted to Hastings</u>
11 <u>Gaglardi Way</u>	<u>Highway 1</u>	<u>Lougheed Hwy</u>	<u>#133 route discontinued via Hwy 1</u>
12 <u>Greystone Dr</u>	<u>Duthie Ave</u>	<u>Phillips Ave</u>	<u>#134 replaced with new 136 via Forest Grove Dr</u>
13 <u>Halifax St</u>	<u>Douglas Rd</u>	<u>Willingdon Ave</u>	<u>#131 route combined with new 129 on Gilmore Ave</u>
14 <u>Highway 1</u>	<u>Willingdon Ave</u>	<u>Stormont Interchange</u>	<u>#133 route discontinued via Hwy 1</u>
15 <u>Lougheed Hwy</u>	<u>Bainbridge Ave</u>	<u>Production Way</u>	<u>#99, #150, #151 and #152 discontinued from Lougheed Mall</u>
16 <u>Lougheed Hwy</u>	<u>Delta</u>	<u>Sperling Ave</u>	<u>#99, #150, #151 and #152 discontinued from Lougheed Mall</u>
17 <u>Lougheed Hwy</u>	<u>Gilmore Ave</u>	<u>Willingdon Ave</u>	<u>#129 route revised to serve Gilmore Station</u>
18 <u>Montecito Dr</u>	<u>Duthie Ave</u>	<u>Phillips Ave</u>	<u>#136 terminus relocated to Lougheed Stn</u>
19 <u>Phillips Ave</u>	<u>Montecito Dr</u>	<u>Halifax St</u>	<u>#136 terminus relocated to Lougheed Stn</u>
20 <u>Ridge Dr</u>	<u>Inlet Dr</u>	<u>Duthie St</u>	<u>#135 rerouted to Hastings</u>
21 <u>Rosser St</u>	<u>Lougheed Hwy</u>	<u>Halifax St</u>	<u>#99 discontinued from Lougheed Mall</u>
22 <u>Sperling Ave</u>	<u>Stanley St</u>	<u>Burris St</u>	<u>#131 rerouted to Walker Ave</u>
23 <u>Stanley St</u>	<u>Sperling Ave</u>	<u>Walker Ave</u>	<u>#131 rerouted to Walker Ave</u>
24 <u>Winston St</u>	<u>Phillips Ave</u>	<u>Brighton Ave</u>	<u>#99 discontinued from Lougheed Mall</u>

Legend: residential street

New Roadway	From	To	Adjacent Land Use	TransLink Proposal
A <u>12 Ave</u>	<u>1 St</u>	<u>2 St</u>	residential	straightening of the #101 (see deletion #3)
B <u>Arden Ave</u>	<u>Broadway</u>	<u>Shellmont St</u>	residential	#136 rerouting (Millennium Line)
C <u>Brighton Ave</u>	<u>Government St</u>	<u>Lougheed Hwy</u>	commercial	#110 rerouting (Millennium Line)
D <u>Eastlake Dr</u>	<u>Underhill Ave</u>	<u>Production Way</u>	commercial	#134 rerouting into Lake City Business Park (Millennium Line)
E <u>Enterprise St</u>	<u>Lake City Way</u>	<u>Underhill Ave</u>	commercial	#134 rerouting into Lake City Business Park (Millennium Line)
F <u>Gatineau Pl</u>	<u>North Rd</u>	<u>Austin Ave</u>	commercial	various routes serving Lougheed TC Station bus loop
G <u>Gilmore Ave</u>	<u>Dawson St</u>	<u>Lougheed Hwy</u>	commercial	#28 introduced to serve Gilmore Station via Gilmore Henning (Millennium Line)
H <u>Goring St</u>	<u>Lougheed Hwy</u>	<u>Douglas Rd</u>	commercial	#129 rerouted straight down Gilmore to Gilmore Station (Millennium Line)
I <u>Greystone Dr</u>	<u>Douglas Rd</u>	<u>Phillips Ave</u>	commercial	#131 rerouted to Holdom Station via Goring (Millennium Line)
J <u>Henning St</u>	<u>Shellmont St</u>	<u>Gilmore Ave</u>	residential	#136 rerouting (Millennium Line)
K <u>Holdom St</u>	<u>Boundary Rd</u>	<u>Broadway</u>	commercial	#28 introduced to serve Gilmore Station via Henning (Millennium Line)
L <u>Kensington Ave</u>	<u>Goring St</u>	<u>Hastings St</u>	commercial	#131, #136 rerouted to Holdom Station via Holdom (Millennium Line)
M <u>Kensington Overpass</u>	<u>Curtis St</u>	<u>Lougheed Hwy</u>	residential	#131 extended to connect to Hastings
N <u>Lake City Way</u>	<u>Enterprise St</u>	<u>Broadway</u>	commercial	#144, #110, #134 rerouted to serve Sperling Station (Millennium Line)
O <u>Production Way</u>	<u>Eastlake Dr</u>	<u>Lougheed Hwy</u>	commercial	#134 rerouting into Lake City Business Park (Millennium Line)
P <u>Salisbury Ave</u>	<u>Edmonds St</u>	<u>Kingsway</u>	commercial	#136, #145 rerouted to serve Production Way Station (Millennium Line)
Q <u>Sperling Ave</u>	<u>Curtis St</u>	<u>Hastings St</u>	residential	NOT SUPPORTED BY STAFF AT THIS TIME
R <u>Underhill Ave</u>	<u>Enterprise St</u>	<u>Eastlake Dr</u>	residential	#131 extended to connect to Hastings
S <u>Walker Ave</u>	<u>Stanley St</u>	<u>Burrill St</u>	commercial	#134 rerouting into Lake City Business Park (Millennium Line)
T			residential	#131 straightened (see deletions #22 and #23)

Legend: residential street