

BICYCLE ADVISORY COMMITTEE

HIS WORSHIP, THE MAYOR
AND COUNCILLORS

RE: BICYCLES ON SKYTRAIN VEHICLES

RECOMMENDATIONS:

1. **THAT** Council, through its TransLink Representative, encourage TransLink to resolve the issues surrounding bicycles on Skytrain.
2. **THAT** a copy of the *attached* report be forwarded to the Traffic and Transportation Committee (Transportation and Transit Division) for its information.

R E P O R T

The Bicycle Advisory Committee, at its Open meeting held on 2002 January 24, received and adopted the *attached* report updating the Bicycle Advisory Committee on the status of TransLink's bicycles-on-board SkyTrain policy review.

Arising from the discussion, the Bicycle Advisory Committee is recommending Council adopt the recommendations above, particularly as a result of TransLink's decision to discontinue the 99-B Line which accommodated a regional bike/transit service.

Respectfully submitted,

Councillor Nancy Harris
Chair

Mayor Doug Drummond
Vice Chair

COPY - CITY MANAGER
- DIRECTOR ENGINEERING
- DIRECTOR PLANNING & BUILDING

TO: CHAIR AND MEMBERS
BICYCLE ADVISORY COMMITTEE

2002 January 15

FROM: DIRECTOR PLANNING AND BUILDING

OUR FILE: 08.110.2

SUBJECT: BICYCLES ON SKYTRAIN VEHICLES

PURPOSE: To update the Bicycle Advisory Committee on the status of the TransLink's bicycles-on-board SkyTrain policy review.

RECOMMENDATION:

1. **THAT** the Bicycle Advisory Committee forward a copy of this report to the Traffic and Transportation Committee (Transportation and Transit Division) for its information.

REPORT

1.0 INTRODUCTION

At its regular meeting held on 2001 November 22, the Bicycle Advisory Committee inquired as to the status of TransLink's bicycles-on-board SkyTrain policy review. The purpose of this report is to update the Bicycle Advisory Committee on TransLink's progress to date with this policy review.

2.0 BACKGROUND

Council at its regular meeting of 2000 October 16, following consideration of a City of Burnaby staff report on this issue requested TransLink to adopt a bicycle-on-board SkyTrain vehicles policy as a way to mitigate the potential loss in regional bike/transit service that the replacement of the existing 99 B-Line with the Millennium Line could introduce. This motion was based on consideration of the following discussion.

“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."

Moreover, Council at its regular meeting of 2001 May 14, arising out of the consideration of the 2001 Environment Week report passed a motion, "THAT Council write to SkyTrain officials requesting that bicycles be allowed on SkyTrain on June 6th, 2001 to promote Clean Air Day." Subsequent to this motion, TransLink on 2001 June 1 announced that "Bicycles will be permitted on SkyTrain on Wednesday June 6th between 9:30 a.m. and 3 p.m. and after 6:00 p.m. in support of Clean Air Day Commuter Challenge.

3.0 STATUS OF TRANSLINK'S POLICY REVIEW

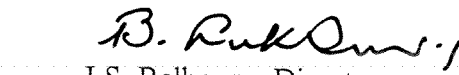
TransLink staff have been actively undertaking this policy review since the spring of 2001. To date a number of issues internal to TransLink have emerged related to SkyTrain operations, however, most appear to be manageable. The fundamental hurdle at this time appears to be related to the enforcement of the *BC Railways Act* by the Province's Safety Engineering Services Division (SES) of the Ministry of Community, Aboriginal and Women's Services. Through a series of Provincial Acts the SES is responsible for the delivery of programs that ensure safety in the design, manufacture, construction, installation, operation and repair of boiler and pressure vessels, electrical devices, elevating devices, gas equipment and aerial tramways (ski lifts) and for the regulatory environment that ensures public and employee safety for railways (including SkyTrain).

To facilitate discussion of the issues related to introducing bicycles on board SkyTrain, TransLink hosted a meeting and field test with SES staff, SkyTrain operations, SkyTrain security, TransLink risk management and a cycling advocate. The meeting took place in 2001 October. This result of this meeting was that SES staff were most comfortable with the notion of removing a number of seats from both types of SkyTrain vehicles (Mark I and Mark II) in order to meet the safety regulations being enforced by the SES under the *Provincial Railways Act*.

TransLink is concerned about the impact that removing seats may have from both a financial and operational perspective. As a result, to our understanding, TransLink is in the process of developing a discussion paper for submission to the TransLink Board meeting of 2002 March. This discussion paper will include an assessment of options (including the removal of seats) for the Board's consideration. Safety records collected from other transit jurisdictions throughout North America which currently allow bicycles on their operating rapid transit systems without special modifications will be included within this discussion paper. To our understanding, this discussion paper is likely to recommend a change to the existing bicycle prohibitive policy. Should this recommendation be adopted by the Board, an application from TransLink to the SES would follow.

4.0 CONCLUSION

TransLink has made significant progress in identifying and resolving issues internal to their organization and their operating subsidiaries in developing a supportive bicycles on-board SkyTrain policy. This has included addressing significant issues that have emerged from discussions with the Province's Safety Engineering Services Division (SES) of the Ministry of Community, Aboriginal and Women's Services who is responsible for the enforcement of passenger safety standards under the Province's Railways Act. TransLink staff are preparing a discussion paper which will include an assessment of number of potential implementation options for the consideration of the TransLink Board in 2002 March.


J.S. Belhouse, Director
PLANNING & BUILDING


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cc: City Manager
Director Engineering