

**TO:** CITY MANAGER 2005 January 19

**FROM:** DIRECTOR PLANNING AND BUILDING OUR FILE: PL 90100 - 03

**SUBJECT: APPROVAL TO OPERATE #134 BUS ROUTE ON PARTS OF KENSINGTON, SPERLING, AND UNDERHILL AVENUES**

**PURPOSE:** To seek Council approval for the #134 bus in North Burnaby to operate on Kensington and Sperling Avenues (between Hastings and Curtis) and Underhill Avenue (between Broadway and Eastlake).

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**RECOMMENDATIONS:**

1. **THAT** Council authorize the use of Kensington and Sperling Avenues (both between Hastings Street and Curtis Street) and Underhill Avenue (between Broadway and Eastlake Drive), for the re-routing of the #134 bus as outlined in this report.
2. **THAT** a copy of this report be sent to Ms. K. McCune, Service Planner, Coast Mountain Bus Company.

**REPORT**

**1.0 BACKGROUND**

Bus routes in North Burnaby were completely overhauled in 2002, in conjunction with the opening of the Millennium Line. Since then, they have remained largely unchanged. Several issues have been identified with this operation, in particular:

- the lack of north/south connections from residential areas in North Burnaby to Hastings Street and the Kensington Square Shopping Centre area; and
- the bus loop at Production Way / University SkyTrain station is too small for the number of buses using it, as a result of which some buses must stop on the street.

These issues can both be addressed by changes to the #134 bus route, which presently operates between the Brentwood and Lougheed Town Centres.

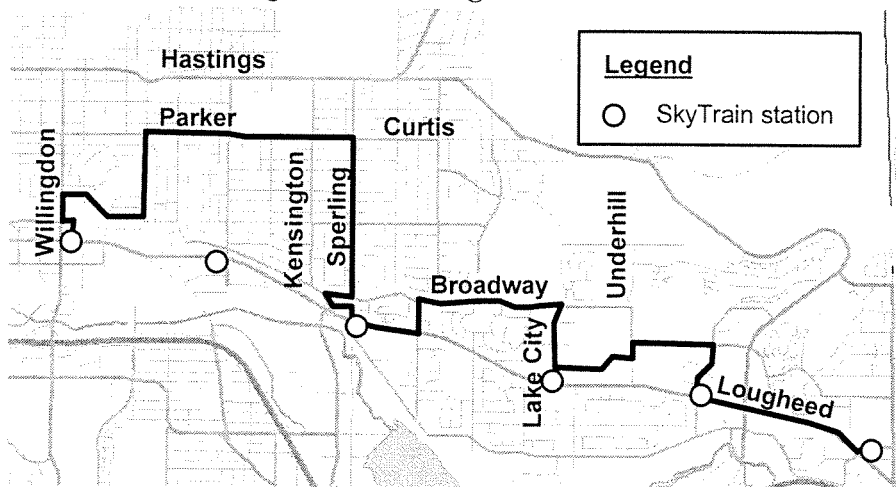
In accordance with Council policy and past practice, this report requests Council approval for Coast Mountain Bus Company to operate buses on roads segments which have not previously been used by transit.

This report would normally come through the Transportation Committee. It is being brought directly to Council with the concurrence of the Chair of the Transportation Committee, so as to meet the proposed implementation date, which is the next bus schedule revision in April. If approved by Council, the next three months will be used to notify residents of the proposed changes to #134, develop new transit schedules to integrate it with other routes in the area, and publish those schedules.

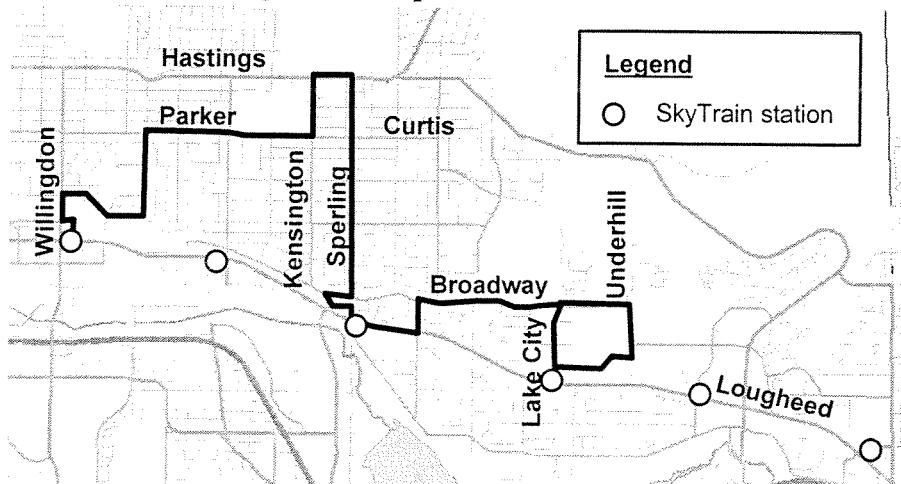
## 2.0 EXISTING AND PROPOSED BUS ROUTE #134

The existing #134 bus route is shown in *Figure 1*. It is primarily an east-west route extending between Brentwood and Lougheed Town Centres. The proposed new route is shown in *Figure 2*.

**Figure 1: Existing #134 Bus Route**



**Figure 2: Proposed #134 Bus Route**



The figures show that the eastern section of the route, between Underhill Avenue and Lougheed SkyTrain Station, will be dropped. Most of the affected area will continue to be served by the #110 and #136 bus, which operate in the same general area. There are also “special” services that will continue to serve Burnaby Mountain Secondary School.

Bus traffic at the Production Way / University station presently exceeds the capacity of the off-street bus loop. This is in significant part because this loop provides the SkyTrain linkage to Simon Fraser University. Due to this high demand, some buses must presently stop on-street rather than in the loop, making use of an area originally intended for pick-ups and drop-offs (“kiss-and-ride”). As a result of the routing change, #134 will no longer place a load on the Production Way / University station. This will allow for the elimination of an on-street bus stop on northbound Production Way, north of Lougheed Highway, and the implementation of the originally-intended kiss-and-ride area.

Getting bus operations off the street at Production Way / University station and reclaiming the kiss-and-ride area are the primary impetus for shortening the #134 route. However, terminating the #134 at Lake City Station instead of Production Way / University station will also serve to shift demand from a busier station to one that has surplus capacity.

The resources freed by the shortening of the #134 route have been reinvested where they can be better utilized, namely in a northerly extension to Hastings Street. This will provide service to the Kensington Square Shopping Centre, as well as connections to the longer-haul transit services available on Hastings Street. This change has been identified as desirable by residents at a number of Public Open Houses held to receive input on the Burnaby / New Westminster Area Transit Plan.

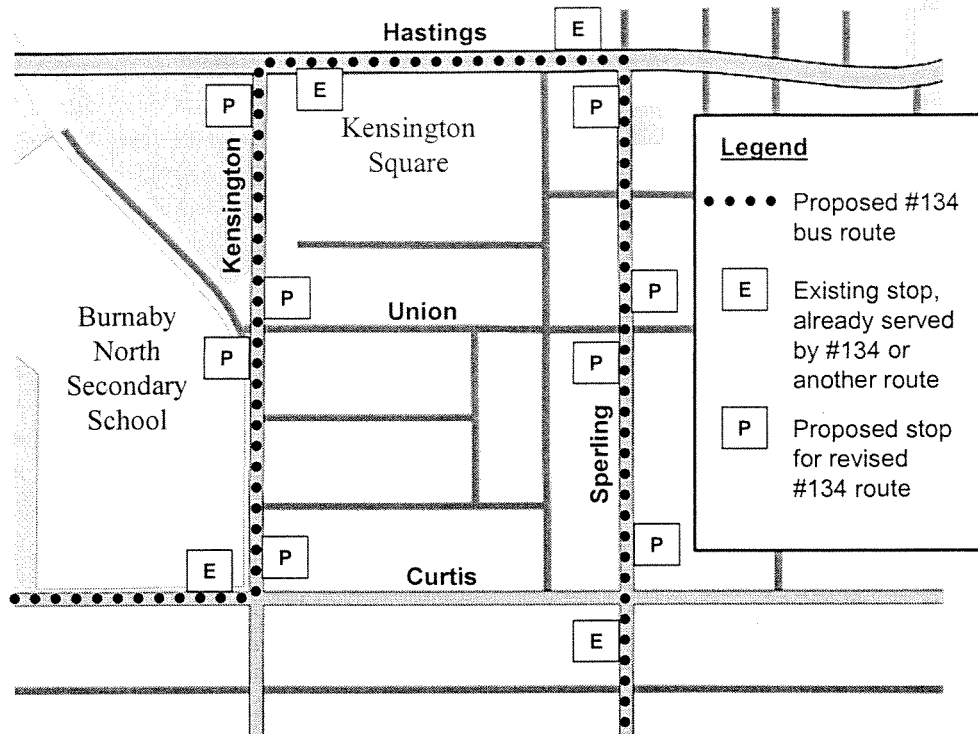
### 3.0 NEW ROUTE SEGMENTS

The proposed changes to #134 will introduce bus service on three road segments that do not presently have them, namely parts of Kensington, Sperling, and Underhill.

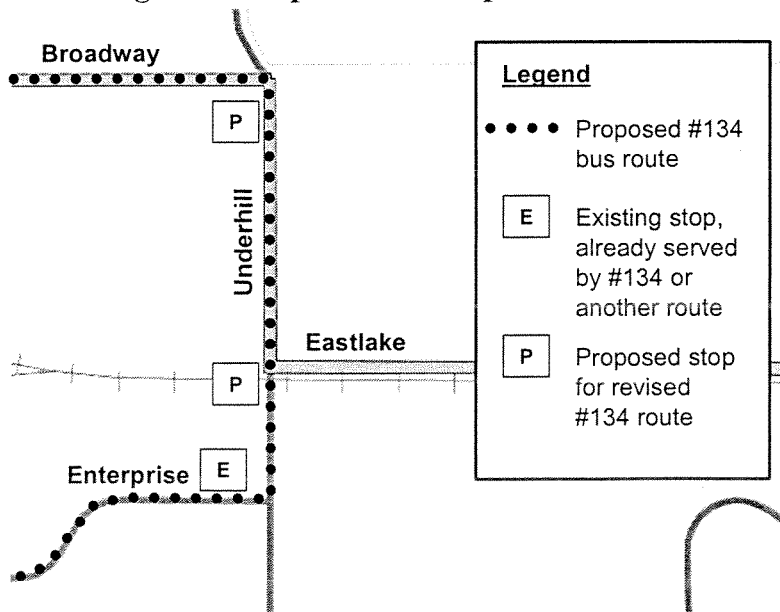
The changes on Kensington and Sperling, both between Hastings and Curtis, are shown in **Figure 3**. Four new stops are proposed on Kensington, and four on Sperling. The stops have been positioned to serve the shopping centre, Burnaby North Secondary School, and the surrounding residential areas. On-street parking will need to be removed on portions of Kensington and Sperling Avenues to accommodate the new bus stops and facilitate bus turning at intersections. Specifics will be worked out jointly by City staff and Coast Mountain Bus Company.

The changes on Underhill Avenue, from Broadway to Eastlake, are shown in **Figure 4**. Since this part of the route will operate one-way southbound, the new bus stops are only on the west side of the road.

**Figure 3: Proposed Bus Stops on Kensington and Sperling**



**Figure 4: Proposed Bus Stops on Underhill**



#### 4.0 FINANCIAL

There are capital costs associated with this route change. These are estimated at:

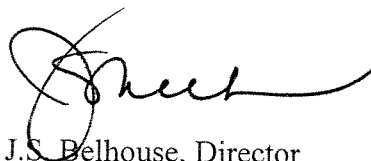
- \$20,000 for refinements to the Hastings / Sperling intersection, to accommodate buses turning right from eastbound Hastings to southbound Sperling; and
- Up to \$15,000 for loading pads at the new bus stops.

TransLink staff have agreed to reimburse 100% of the intersection costs and 50% of the bus stop costs under their Transit-Related Road Infrastructure Program. It is proposed to interim-finance the full \$35,000 (inclusive of 7% GST) from unallocated Traffic Management funds and, on completion, invoice TransLink for their share of total project costs. Net cost to the City will not exceed \$7,500.

#### 5.0 RECOMMENDATION

It is recommended that Council approve the use of Kensington and Sperling Avenues (each between Hastings Street and Curtis Street) and Underhill Avenue (between Broadway and Eastlake Drive) for the re-routing of the #134 bus route, and the creation of new bus stops as illustrated in *Figures 3 and 4*.

Property owners abutting the new route segments will be notified of the proposed changes as soon as possible, prior to the commencement of service in 2005 April. This will be done in the form of a joint letter from the City and Coast Mountain Bus Company. As well, City staff will review the new bus stop locations with Coast Mountain staff to determine the most appropriate and least disruptive sites, and advise the affected property owners.



J.S. Belhouse, Director  
PLANNING AND BUILDING

SR/jc

cc: Director Engineering  
Director Finance

