

TRANSPORTATION COMMITTEE

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

SUBJECT: TRANSIT SERVICE ENHANCEMENT

RECOMMENDATION:

1. THAT Council receive this report for information.

REPORT

The Transportation Committee, at its meeting held on 2005 November 09, received and adopted the *attached* report responding to the request for further information on recent transit service improvements.

Respectfully submitted,

Councillor Nick Volkow
Chair

Councillor Doug Evans
Vice Chair

Councillor Lee Rankin
Member

Copied to: City Manager Director Engineering Director Planning & Building

TO: CHAIR AND MEMBERS
TRANSPORTATION COMMITTEE

DATE: 2005 October 31

FROM: DIRECTOR PLANNING AND BUILDING

FILE: PL 90100 - 03

SUBJECT: TRANSIT SERVICE ENHANCEMENTS

PURPOSE: To respond to the Committee's request for further information on recent transit service improvements

RECOMMENDATION:

1. **THAT** the Committee receive this report for information.

REPORT

At its meeting of 2005 October 12, the Transportation Committee requested additional details on transit enhancements that had been announced by TransLink in a press release dated 2005 August 23. This report provides that information.

The press release summarized service enhancements implemented on 2005 September 5. Those within Burnaby are:

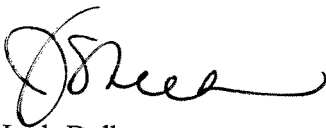
1. **#106 New Westminster Station / Metrotown Station** “more weekday service during the midday”. Midday service (10:00 to 15:00) was improved to 10-minute headways, from the previous 12 minutes. This represents a 20% capacity increase at this time of day. A consideration on this route is increased traffic to the Highgate development in Edmonds Town Centre.
2. **#130 Metrotown / Hastings / Kootenay Loop** “more morning and afternoon rush hour service”. This route is heavily influenced by trips to / from the British Columbia Institute of Technology (BCIT). Peak-period headways previously ranged from about every 6 minutes to about every 9 minutes, varying by morning / afternoon and by direction of travel (for peak flows between BCIT and Metrotown). Those headways have all been improved by about 1 minute. On average, peak-period peak-direction capacity has increased by about 20%.
3. **#135 SFU / Burrard Station** “more mid-morning service”. Higher frequency for the morning peak hour previously ended at 9:00. The higher peak-period service has now been extended to 10:00. For this hour, the headway has improved from the previous 10

To: *Transportation Committee*
From: *Director Planning and Building*
Re: *Transit Service Enhancements*
2005 October 31 Page 2

minutes to the current 6 minutes: a capacity increase of 67% at this time of day. This enhancement has been driven by the continued popularity of the U-Pass program for students at Simon Fraser University.

4. **#145 SFU / Production Station** “improving service on Vancity U-Pass routes to ... Simon Fraser University”. Midday headways have been improved to about 7 minutes, from the previous 10 minutes. This represents a 42% capacity increase at this time of day, and is again largely driven by the U-Pass program.

Aside from the high-traffic destinations identified above, it is our understanding that system-wide ridership has also been increasing, due in significant measure to the rising price of gasoline.



Jack Belhouse
DIRECTOR PLANNING AND BUILDING

SR:jc

Copied to: City Manager
Director Engineering

