



TRANSPORTATION COMMITTEE

NOTICE OF OPEN MEETING

DATE: WEDNESDAY, 2016 JANUARY 13

TIME: 6:00 PM

PLACE: Council Chamber, Main Floor, Burnaby City Hall

A G E N D A

1.	<u>CALL TO ORDER</u>	<u>PAGE</u>
2.	<u>MINUTES</u>	
a)	Minutes of the Open Meeting of the Transportation Committee held on 2015 October 07.	1
3.	<u>CORRESPONDENCE</u>	
a)	Memorandum from Administrative Officer Re: 2016 Transit Service Modification Proposals in Burnaby	7
b)	Daniel Freeman, Manager, Transit Network Management TransLink Re: Copy of Letter Sent to Heights Merchants Association Regarding Submissions to TransLink	23
c)	D. Malcolm Johnston Re: Copy of Letter to Prime Minister Trudeau Regarding Public Transit and Transport in Metro Vancouver	27
4.	<u>REPORTS</u>	
a)	Report from Director Planning and Building Re: Gilmore Urban Trail Project - Proposed Design and Improvements	32
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5. **NEW BUSINESS**
6. **INQUIRIES**
7. **ADJOURNMENT**



TRANSPORTATION COMMITTEE MINUTES

Wednesday, 2015 October 07

An 'Open' meeting of the Transportation Committee was held in the Council Chamber, Main Floor, Burnaby City Hall, 4949 Canada Way, Burnaby, B.C. on Wednesday, 2015 October 07 at 6:00 PM.

1. CALL TO ORDER

PRESENT: Councillor D. Johnston, Chair
Councillor C. Jordan, Member
Ms. A. Keane, Citizen Representative
Mr. D. Reid, Citizen Representative

ABSENT: Councillor S. Dhaliwal, Vice Chair
Mr. L. Paul, Citizen Representative

STAFF: Ms. L. Garnett, Assistant Director, Long Range Planning
Mr. S. Ramsey, Manager - Transportation Planning
Ms. L. Libsekal, Transportation Planner
Mr. D. Louie, Assistant Director Engineering - Traffic & Parking
Ms. E. Prior, Administrative Officer

The Chair called the Open meeting to order at 6:05 p.m.

2. MINUTES

a) Minutes of the Open Meeting of the Transportation Committee held on 2015 April 08

MOVED BY COUNCILLOR JORDAN
SECONDED BY MR. REID

THAT the minutes of the 'Open' meeting of the Transportation Committee held on 2015 April 08 be adopted.

CARRIED UNANIMOUSLY

3. DELEGATION

MOVED BY COUNCILLOR JORDAN
SECONDED BY MR. REID

THAT the delegation be heard.

CARRIED UNANIMOUSLY

**a) Dan Freeman, Manager Transit Network Management, TransLink and Margaret Wittgens, Director of System Planning and Consultation, TransLink
Re: Transit Network Consultation - 2016 Transit Network Changes**

Mr. Dan Freeman and Ms. Margaret Wittgens, TransLink, appeared before the Committee to provide information on the Transit Network Consultation regarding the proposed 2016 transit network changes. The public consultation will take place from October 13 to November 6, 2015.

The delegation advised that TransLink is conducting the Transit Network Consultation to inform and consult with community stakeholders regarding refinements to the transit network. The service revisions are precipitated by the Evergreen Line extension and changes to customer demands. The proposed near-term changes to bus routes are being made to improve the transit network with existing resources.

Burnaby specific proposals are being made to:

- 49th – Champlain Heights (49/26) – to improve speed and maintain access;
- Hastings B-Line (135) – to create a B-Line;
- Metrotown – Edmonds – New Westminster (106) – to improve reliability;
- Metrotown Station (49/116/129/130/144/430) – to align services with the upgraded station; and
- Walnut Grove – Lougheed (501/509) – to increase travel options on Highway 1

In conclusion, the delegation invited the Committee to view and provide feedback regarding the proposals to TransLink or on their website at translink.ca/tnc.

Arising from discussion, the Committee introduced the following motion:

MOVED BY COUNCILLOR JORDAN
SECONDED BY MR. REID

THAT the comments of the delegation be REFERRED to staff.

CARRIED UNANIMOUSLY

4. CORRESPONDENCE

MOVED BY COUNCILLOR JORDAN
SECONDED BY MS. KEANE

THAT the correspondence be received.

CARRIED UNANIMOUSLY

a) Correspondence from John Thornton
Re: Towards a Plan 'B' for Transit

Correspondence was received from Mr. John Thornton providing thoughts and suggestions regarding a 'Plan B' on the Transit Referendum.

b) Correspondence from Colin Briggs
Re: Parking on Clinton Street between Royal Oak and Roslyn Avenues

Correspondence was received from Mr. Colin Briggs requesting a change to the parking regulations on Clinton Street, between Royal Oak and Roslyn Avenues.

Staff advised that the road is slightly narrower in this section of Clinton Street compared to further east; however vehicles approaching in opposing directions are still able to by-pass each other by being courteous, i.e pulling into a free spot near the curb and allowing the opposing car to pass through before proceeding.

Staff further advised that the removal of parking on one side of the street would cause a hardship for residents that may not have off street parking as well as providing the potential for increased vehicular speeds through the community.

Arising from discussion, the Committee introduced the following motion:

MOVED BY COUNCILLOR JORDAN
SECONDED BY MR. REID

THAT staff respond to Mr. Briggs.

CARRIED UNANIMOUSLY

**c) Memorandum from Deputy City Clerk
Re: Marine Drive at Nelson Avenue
Traffic Safety Report Referred to Transportation Committee
by Council**

A memorandum was received from the Deputy City Clerk advising that Council, at the Open Council meeting held on 2015 May 11, received the *Marine Drive at Nelson Avenue* report and referred the report to the Transportation Committee.

The report was originally received by the Traffic Safety Committee recommending the installation of a traffic signal at the intersection of Marine Drive and Nelson Avenue.

Arising from discussion, the Committee introduced the following motion:

MOVED BY COUNCILLOR JORDAN
SECONDED BY MS. KEANE

THAT the report be REFERRED back to staff for further review.

CARRIED UNANIMOUSLY

**d) Memorandum from the Administrative Officer
Re: Burnaby Mountain Parkway Cycling Safety
Improvements and Joe Sakic Way Urban Trail**

A memorandum was received from the Administrative Officer advising that Council, at the Open Council meeting held on 2015 June 15, received and adopted the *Burnaby Mountain Parkway Cycling Safety Improvements and Joe Sakic Way Urban Trail* report.

The report was originally received and adopted at the Financial Management Committee seeking funding approval for safety improvements on Burnaby Mountain Parkway and construction of a section of the Urban Trail on Joe Sakic Way. As per recommendation no. 2, the report was forwarded to the Transportation Committee for information.

**e) Memorandum from Administrative Officer Re: Social
Sustainability Strategy - Phase 1 Report on Actions**

A memorandum was received from the Administrative Officer advising that Council, at the Open Council meeting held on 2015 October 05, received and adopted the *Social Sustainability Strategy – Phase 1 Report on Actions*.

The report was originally received and adopted at the Social Planning Committee meeting held on 2015 September 28 providing Council with a progress report on the Phase 1 implementation of the *Burnaby Social Sustainability Strategy*.

Staff undertook to send Committee members the web link to the complete report when it becomes available.

5. **NEW BUSINESS**

Councillor Johnston

Councillor Johnston requested the status of bicycle activated light at Humphries Avenue (Morley Street) and Imperial Street.

Staff advised that a review had been conducted at this location and a pedestrian/bicycle signal was not warranted.

Councillor Johnston queried the feasibility of reducing the High Occupancy Vehicle (HOV) lane on Willingdon Avenue to achieve consistency. Councillor Johnston noted on some portions of Willingdon Avenue HOV is achieved with two passengers while on other portions the number of passengers required is six.

Staff undertook to investigate.

Ms. Amber Keane

Ms. Keane queried the feasibility of a left turn lane, from Royal Oak Avenue onto Kingsway. Due to the left turn restrictions, vehicles are travelling through Kingsway and turning left at Grimmer Street and Lane Street when travelling southbound and turning left into the lane behind the 7-11 convenience store or Irving Street to circumvent the restriction northbound. Ms. Keane has received feedback from businesses in the area advising of constant honking and accidents due to traffic back-ups on Royal Oak Avenue as motorists wait to turn left onto the side streets.

Staff advised that due to a lack of adequate road allowance the City is unable to create left turn bays without compromising traffic flow.

6. **INQUIRIES**

Councillor Jordan

Councillor Jordan has observed motorists stopping at red lights prior to the intersection thereby not activating loop detectors. Councillor Jordan questioned

if further education were possible to inform motorists of the need to be on the signal trigger points in order to activate intersection lights.

Staff advised that education would be difficult; however, some intersections employ both the loop detectors as well as video cameras which would activate a left turn signal despite the vehicle not being on the signal trigger.

Councillor Jordan also queried the timing of the left turn signals at Canada Way and Willingdon. The left turn signal southbound is much longer than northbound.

Staff advised that the Province is responsible for the timing of these lights and favor southerly movement of traffic away from the entrance/exits to Highway #1.

Councillor Johnston advised the Committee that a representative from Burnaby HUB has been appointed to the Traffic Safety Committee to represent the interests of cyclists and the Bicycle Advisory Group has been phased out.

7. ADJOURNMENT

MOVED BY COUNCILLOR JORDAN
SECONDED BY MR. REID

THAT this Open Committee meeting do now adjourn.

The Open meeting adjourned at 7:27 p.m.

Eva Prior
ADMINISTRATIVE OFFICER

Councillor Dan Johnston
CHAIR



Office of the City Clerk

D, Back, City Clerk
K. O'Connell, Deputy City Clerk

MEMORANDUM

TO: CHAIR AND MEMBERS
TRANSPORTATION COMMITTEE

DATE: 2016 January 04

FROM: ADMINISTRATIVE OFFICER

FILE: **02410-20**

SUBJECT: 2016 TRANSIT SERVICE MODIFICATION PROPOSALS IN BURNABY

Burnaby City Council, at the Open Council meeting held on 2015 November 23, received the above noted report and adopted the recommendations contained therein.

Due to the cancellation of the 2015 November 17 Transportation Committee meeting, the report was presented directly to Council and is now provided for the information of the Committee.

The report reviews the service improvement proposals in the 2016-2017 TransLink Service Change Program specific to Burnaby and addresses the long-term function of Hastings Street as a transit corridor.

Eva Prior
Administrative Officer



Meeting 2015 Nov 17

COMMITTEE REPORT

TO: CHAIR AND MEMBERS
TRANSPORTATION COMMITTEE

DATE: 2015 November 10

FROM: DIRECTOR PLANNING AND BUILDING

FILE: 90100 03
Reference: Bus Routes, Service, etc.

SUBJECT: 2016 TRANSIT SERVICE MODIFICATION PROPOSALS IN BURNABY

PURPOSE: To brief the Committee and Council on the proposed bus network and service changes in Burnaby outlined in the 2016-2017 TransLink Service Change Program.

RECOMMENDATIONS:

1. **THAT** Council request that TransLink amend their proposal for Route 160 so that it originates at Kootenay Loop rather than Brentwood Mall, to provide more consistent local service on Hastings Street.
2. **THAT** Council authorize the use of Wilson Avenue, between Central Boulevard and Beresford Street by transit buses as outlined in this report.
3. **THAT** a copy of this report be sent to Mr. Dan Freeman, Manager, Transit Network Management, TransLink.

REPORT**1.0 INTRODUCTION**

TransLink, through its ongoing *Transit Network Management* initiative, has identified a number of service changes across the region proposed for implementation through 2016 and 2017. These proposed changes have been drawn from a variety of TransLink's programs and are aimed at meeting customer demand. The current suite of service change proposals include near-term modifications to bus routes aimed at improving the transit network with the existing resources available.

This report reviews the service improvement proposals in the 2016-2017 TransLink Service Change Program specific to Burnaby. When TransLink presented the proposed changes to Transportation Committee on 2015 October 7, the Committee was particularly interested in the long-term function of Hastings Street as a transit corridor. This is discussed in Section 5.2.

2.0 BACKGROUND

Under its *Transit Network Management* initiative, TransLink regularly and continuously monitors the effectiveness of the regional transit network to determine transit customer usage, and proposes adjustments to improve the efficiency and usefulness of the services it provides.

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With the objective of maximizing ridership, providing transit options in growing areas and delivering a basic level of transit access across Metro Vancouver, TransLink designs and manages the transit network with input from a number of programs including:

- *Bus Service Performance Review*: an annual review which measures bus performance across the system including ridership metrics such as bus boardings per service hour and cost per boarded passenger.
- *Service Optimization*: an annual process which better matches service levels with customer demand by reallocating transit resources from routes or time periods of lower productivity to where it is needed most.
- *Area Transit Planning*: the development of individual area transit plans for each of the region's seven sub-regions to identify near-term priorities and long-term plans.
- *Infrastructure Changes*: bus routing and stopping procedures in some locations are impacted by transit infrastructure upgrade and road network changes. This can include minor improvements, such as localized construction, to large scale network modifications.

Proposed transit network changes in Burnaby for 2016 and beyond arising from these programs focus on:

- Integrating bus service to better connect to the SkyTrain Evergreen Extension;
- Decreasing travel time on busy routes and extending service to areas with high customer demand; and
- Responding to road and infrastructure changes at Metrotown Station and the conversion of certain one-way streets to two-way traffic at Simon Fraser University.

TransLink's proposed near-term changes to bus routes in Burnaby are aimed at improving the transit network with existing resources, and are detailed below.

2.0 PROPOSALS ARISING FROM INTEGRATION WITH EVERGREEN EXTENSION

The Evergreen Extension, expected to be in service in 2016, will extend the current Millennium Line to the North East Sector, integrate with West Coast Express and integrate with the regional bus network. As part of the service design, a comprehensive assessment of existing bus services in the surrounding area was undertaken with the aim of better serving customers and minimizing service redundancy. Proposed service changes in Burnaby related to the Evergreen Extension include the following:

2.1 SkyTrain Service Improvement Proposals

The existing SkyTrain Millennium Line operates in a loop between Waterfront Station and VCC-Clark passing through all Burnaby SkyTrain stations, and the Expo Line operates between Waterfront Station and King George (*Figure 1*). With the introduction of the Evergreen Extension, the Millennium Line will connect Coquitlam to Vancouver, operating between VCC-Clark and Lafarge Lake-Douglas Stations, via the Lougheed Town Centre (*Figure 2*).

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The Millennium Line's current loop configuration will discontinue and eastbound trains will provide through service northward to Coquitlam rather than southward to New Westminster. The Expo Line will operate with two branches: the southern branch will travel to King George Station in Surrey, and the northern branch will travel to Production Way / University.

The two lines will both operate between the Production Way / University and Lougheed Town Centre Stations, allowing transfers to either line at either station. Customers to Production Way / University Station (serving Simon Fraser University) on either line will not have to transfer. Planned service levels on the Millennium Line will increase and existing frequencies and capacities on the Expo Line will be maintained.

Figure 1 - Existing Millennium and Expo Lines

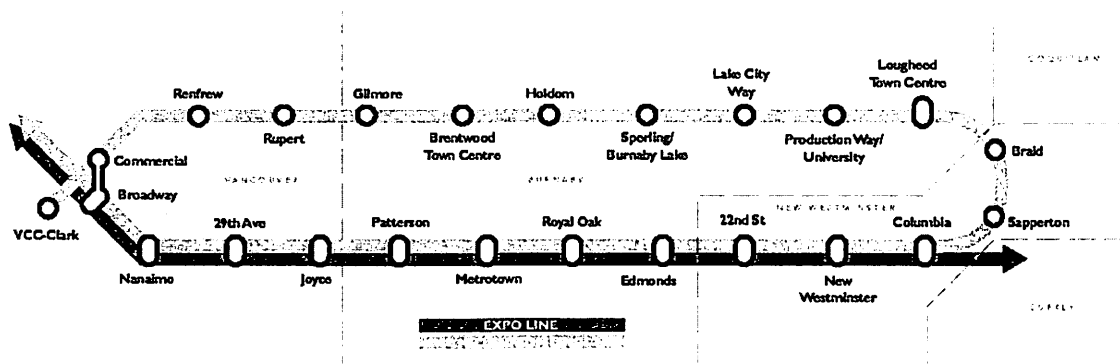
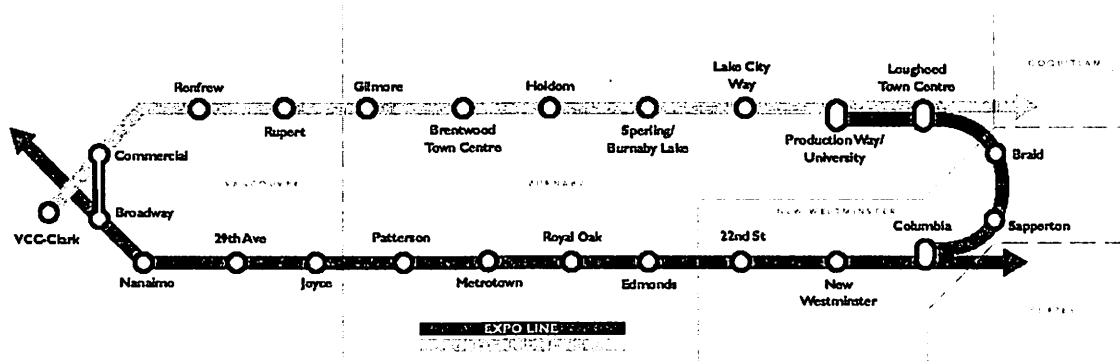


Figure 2 – Proposed Millennium and Expo Lines



Staff Comment: The proposal establishes the Millennium Line as the direct route to the Northeast Sector. Trains will provide more frequent service than exists today. However, customers wishing to travel between North and South Burnaby on SkyTrain will need to change trains. This is facilitated at Production Way/University, where the transfer can be made without changing platforms.

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2.2 Bus Integration Proposals

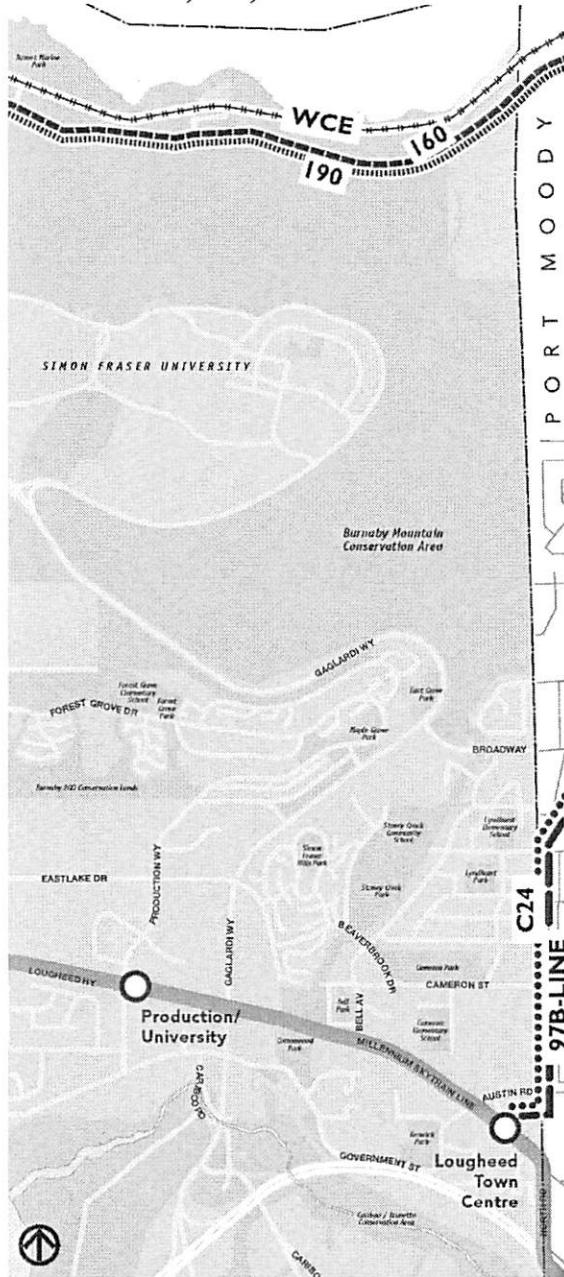
The assessment of current bus service identified the need for local and regional buses to complement and integrate with the new rapid transit service in order to maximize network efficiency. The following bus service and network changes are proposed to provide better service in Burnaby, and are illustrated in *Figures 3 and 4*:

- ***Discontinuation of 97 B-Line service:*** The need for the current B-Line service on North Road between Lougheed Town Centre and Coquitlam Station will be replaced by the rapid transit service offered by the Evergreen Extension. Local bus service along North Road will be maintained by community shuttle Route C24 (Lougheed Station – Port Moody Station), with conventional (full-sized) bus service being provided on this route during peak periods to accommodate higher demand.
- ***Discontinuation of Route 190 service:*** This route currently provides peak-hour limited-stop service between Coquitlam and downtown Vancouver on Barnet Road and Hastings Street, with limited pickup and drop-off service in Burnaby. The Evergreen Extension will provide increased capacity and service frequency serving those destinations and, coupled with other Hastings Street service improvements discussed below, allow for the discontinuation of this service.
- ***Adjustments to Route 160:*** Currently, this route provides limited-stop express service between downtown Vancouver and Port Coquitlam operating on Hastings Street and Barnet Road within Burnaby. The current service is designed to primarily benefit the Northeast Sector: eastbound buses stop only for boardings and westbound buses stop only for alightings. The new proposal calls for this service to originate in Burnaby, at Brentwood Station, rather than downtown Vancouver. It is now proposed to serve all local stops, thus making it viable for trips that are internal to Burnaby. TransLink has confirmed there is sufficient stop capacity in close proximity to Brentwood Station for this service.

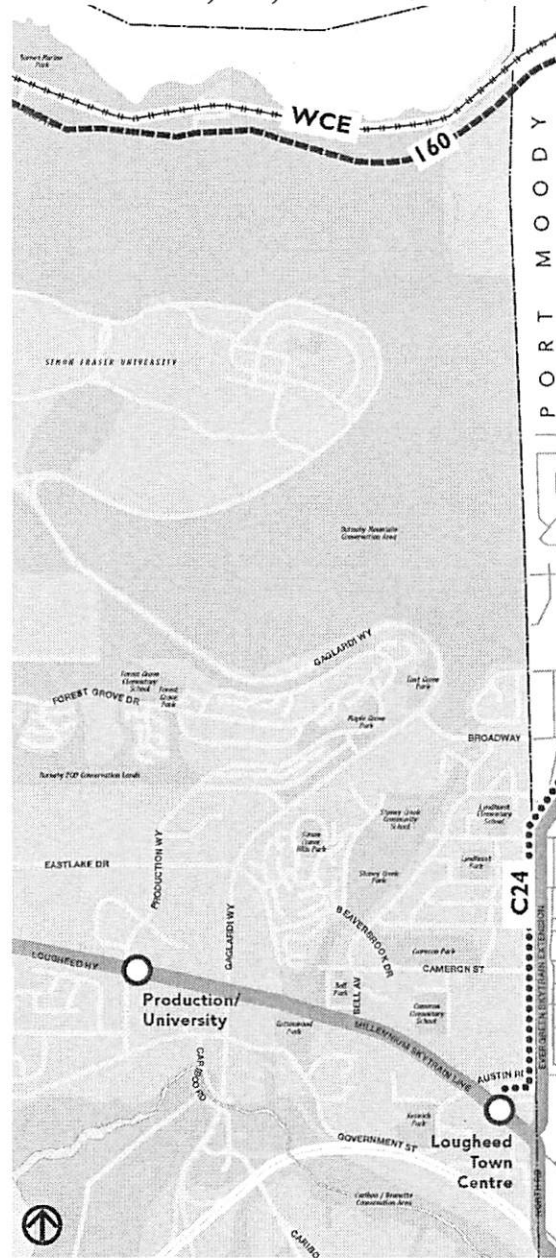
Staff Comment: The discontinuation of Routes 97 and 190, and shortening of Route 160, are logical changes arising from the construction of the Evergreen Extension. These changes move longer-distance trips to the faster, higher-capacity service offered by SkyTrain. Further comments on how to improve the efficiency of Route 160 is provided in Section 5.2 of this report.

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**Figure 3 - Current Service Routes
 97, 160, 190 and C24**



**Figure 4 - Proposed Service Routes
 97, 160, 190 and C24**



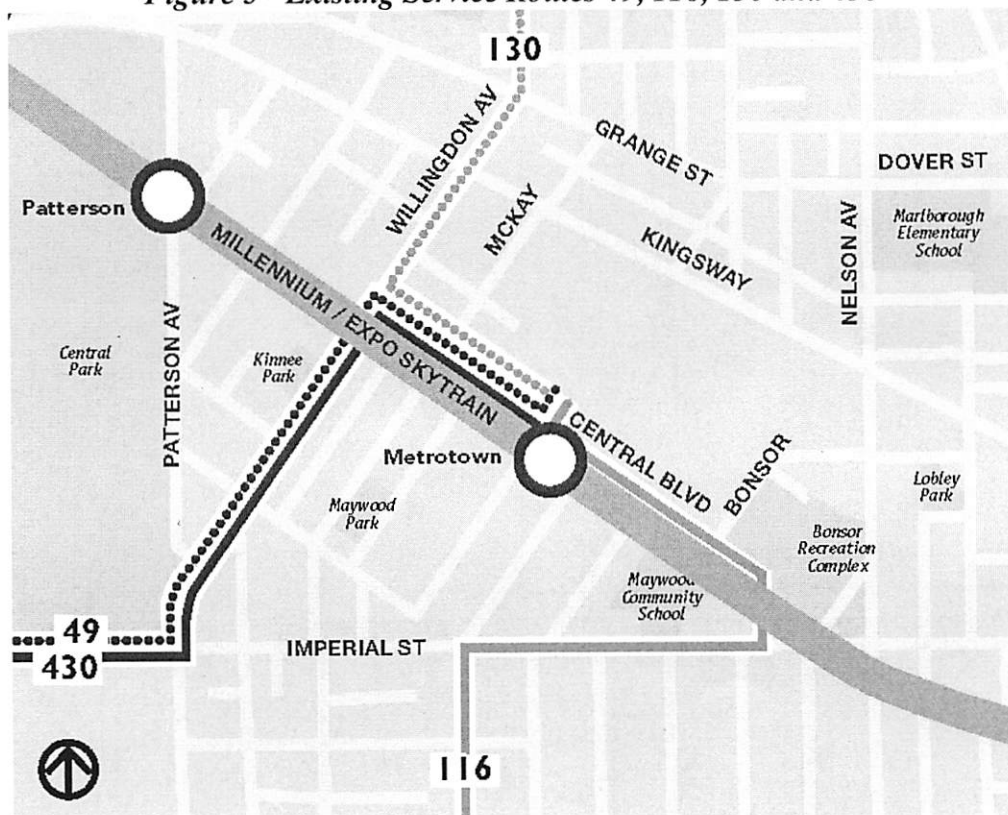
3.0 PROPOSALS ARISING FROM METROTOWN STATION UPGRADE INTEGRATION

The current upgrades to Metrotown Station will change the way passengers access the station and transfer between buses and the SkyTrain. TransLink is proposing changes to several bus routes to better align services with the upgraded station.

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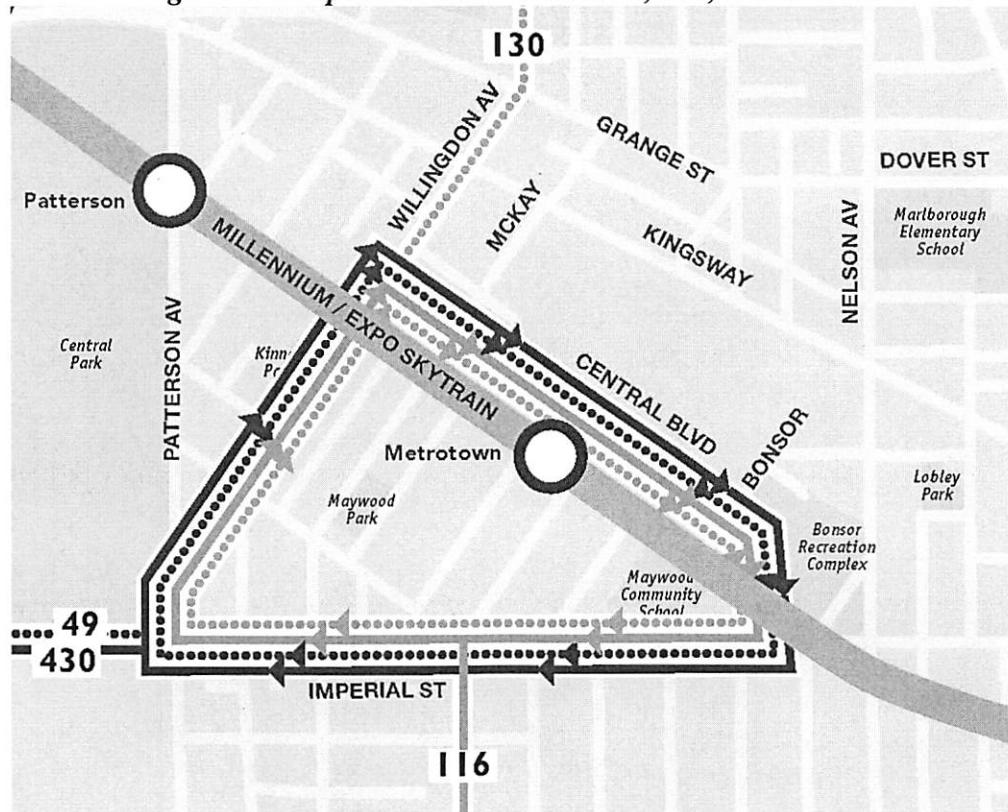
- **Redesign and rerouting of Routes 49, 116, 130 and 430 to terminate and layover on Central Boulevard:** These routes serve a broad range of local and regional destinations (*Figure 5*). With the upgrade to the station, most bus service will stop eastbound on Central Boulevard beneath the guideway and adjacent to the new station plaza. This redesign will provide more convenience for customers transferring between buses and the SkyTrain with faster and better connections. This proposal, illustrated in *Figure 6*, includes buses looping clockwise around the outside of the Maywood neighbourhood using Willingdon Avenue, Central Boulevard, and Imperial Street.

Figure 5 - Existing Service Routes 49, 116, 130 and 430



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Figure 6 - Proposed Service Routes 49, 116, 130 and 430



- **Redesign of Route 144:** Service between Simon Fraser University and Metrotown Station is provided by Route 144 (*Figure 7*). In the Metrotown area, it offers bi-directional service via Nelson Avenue, Bennett Street, Bonsor Avenue and Central Boulevard terminating at the existing exchange. The proposed change, illustrated in *Figure 8* creates a one-way loop counter-clockwise along Kingsway, McKay Avenue, Central Boulevard, Bonsor Avenue, Bennett Street, and Nelson Avenue. This allows for stopping westbound on a portion of Kingsway, next to shops and service, and eastbound on Central Boulevard, right beside the SkyTrain station.
- **Terminate Route 129 at Patterson Station:** Bus Route 129 is the longest route entirely within Burnaby. From Edmonds Station, it runs north to Burnaby Heights and then south via Patterson Station to Metrotown Station. The proposed change (illustrated in *Figure 8*) eases congestion at Metrotown Station by terminating this route at Patterson Station. It would loop under the guideway using Wilson Avenue, between Central Boulevard and Beresford Street. This short section is the only road segment where new transit operations are proposed, and for which Council authorization is sought if the proposal advances.

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Figure 7 - Existing Service Routes 129 & 144

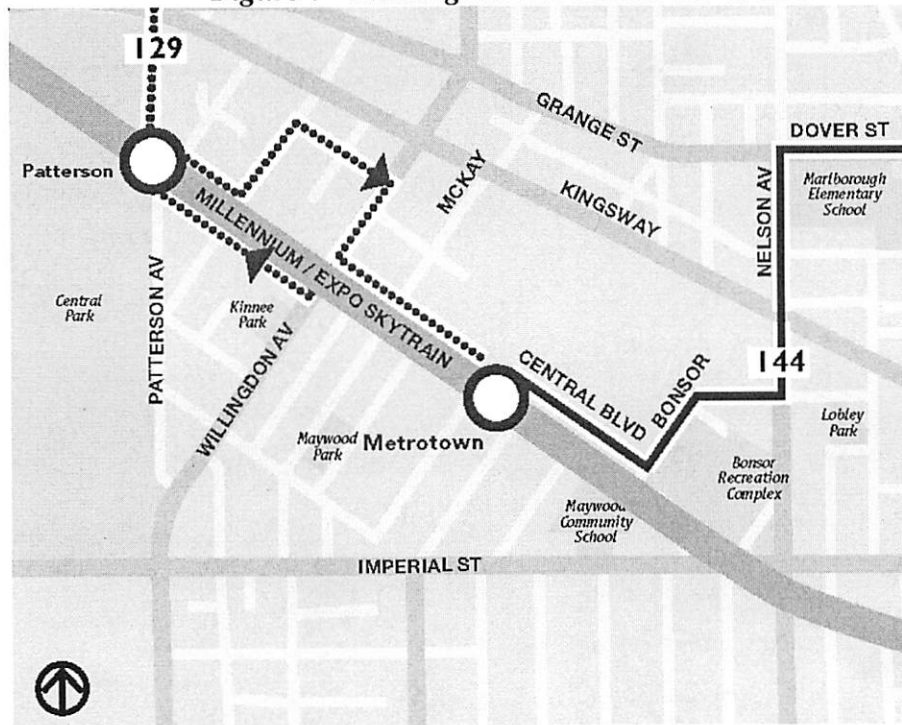
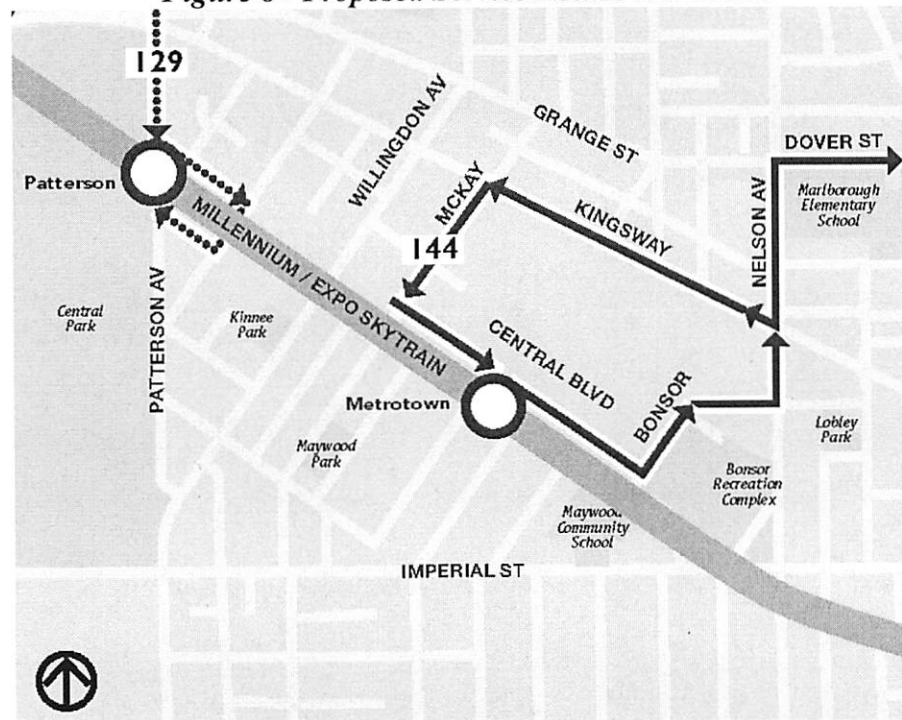


Figure 8 - Proposed Service Routes 129 & 144



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Staff Comment: Local changes in the Metrotown area are necessary for integration with the concept that Council has supported for Metrotown Station (rezoning #13-12, adopted 2015 September 14). The redesign of routes allows for stopping right beside the SkyTrain station and plaza. It is recommended that Council authorize transit service on Wilson Avenue, between Central Boulevard and Beresford Street.

4.0 PROPOSALS ARISING FROM TRANSIT NETWORK AND SERVICE CHANGES

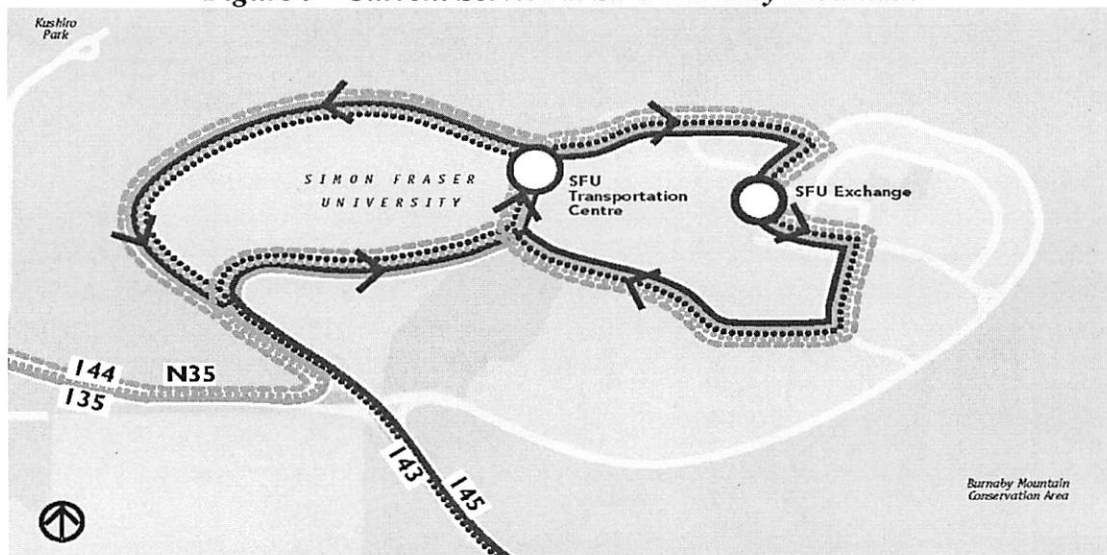
TransLink has also proposed a number of service changes arising from street modifications and through the *Service Optimization* process. Proposed service changes in Burnaby include the following:

4.1 Proposals Arising from Road Modifications

Upgrades and modifications to the road network can have an impact on bus routing and stopping procedures. At Simon Fraser University, the previous network of one-way streets limited bus routing to an inefficient figure eight loop, as shown in **Figure 9**. The proposed bus route changes would take advantage of the recent conversion of all campus roads to two-way traffic. This would provide more efficient, direct and faster service for the campus and UniverCity. Specifically, as shown in **Figure 10**, the proposals include:

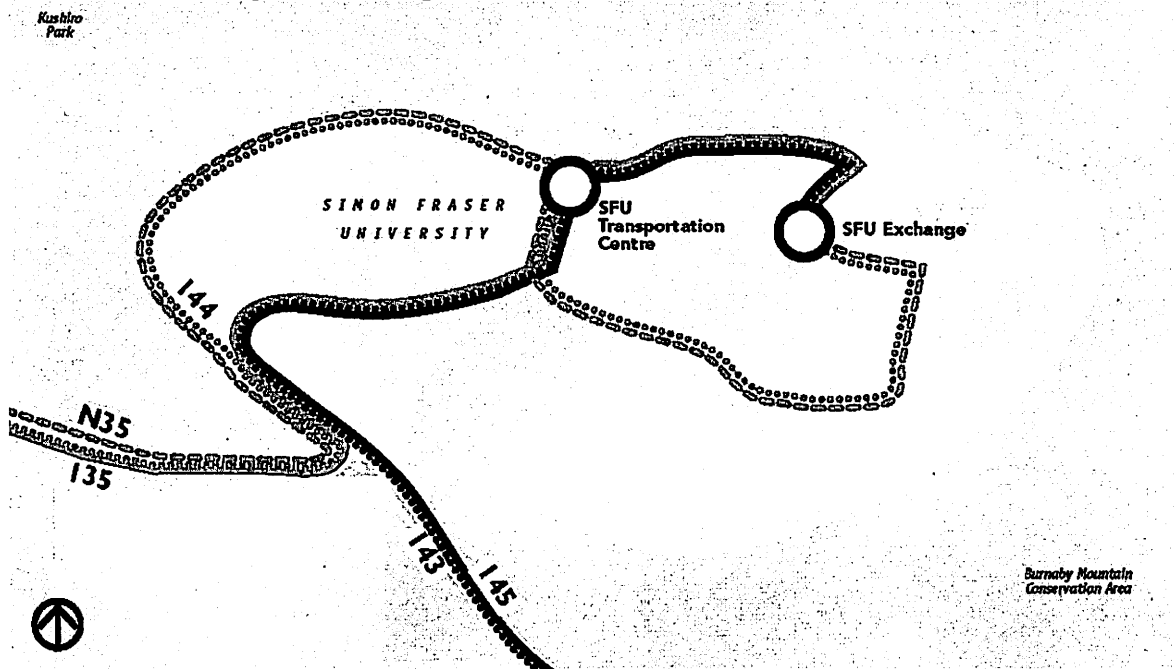
- ***Eliminating circuitous routing*** for Routes 135, 143, and 145: the new roadway infrastructure provides an opportunity for more direct routing of the major services.
- ***Providing service to the northwest and southeast sectors of campus:*** Routes 144 and N35 (a late-night service) would serve lower-demand areas of the campus, including the student residences.

Figure 9 - Current Service at SFU Burnaby Mountain



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Figure 10 - Proposed Service at SFU Burnaby Mountain



Staff Comment: The proposed service changes at Simon Fraser University make the routes more direct and provide for more efficient and faster service. Less busy stops will have less frequent service than today, but all bus stops at SFU will continue to be served.

4.2 Network Change Proposals

The *Annual Bus Performance Review* helps to manage resources and improve bus service across the region by reviewing key performance indicators for all bus routes. This provides input to the annual *Service Optimization* process which identifies candidate improvements, including the reinvestment and reallocation of resources to provide better service on routes with growing demand and to reduce overcrowding. The following candidate proposals are specific to Burnaby:

- **Hastings Street Service:** This proposal is to convert the existing Route 135 to B-Line express service on Hastings Street as illustrated in **Figure 11**, and to improve Route 160 services. The Hastings corridor between Downtown Vancouver and Simon Fraser University is one of the busiest within the network with both local and regional bus service. During the morning peak period (6:30-9:00 AM) a total of 71 buses operate in the westbound direction and during the afternoon peak period (3:30-6:00PM) a total of 74 buses operate in the eastbound direction. In recent years, Route 135, which operates 100 buses during the peak periods (both directions) has experienced chronic overcrowding, making it a priority route for service optimization. This route primarily serves Burnaby, with 71% of corridor boardings in the westbound direction and 72% of eastbound alightings occurring at Burnaby stops.

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- The proposed B-Line service would serve major stops (shown in **Figure 11**) and benefit from all-door boarding. The re-designed B-Line would provide faster, more reliable and direct service linking North Burnaby eastward to Simon Fraser University and westward to downtown Vancouver. The Hastings Street portion of the limited-stop buses from Routes 160 and 190 (discussed previously) would in effect be replaced by this B-Line service, with the re-designed Route 160 converted into service that benefits Burnaby. Local stops on Hastings Street in Burnaby would continue to be served by Route 130 west of Willingdon, 160 east of Willingdon, 129 between Gilmore and Holdom, and two community shuttle routes in Burnaby Heights. Longer local trips would thus require a transfer.

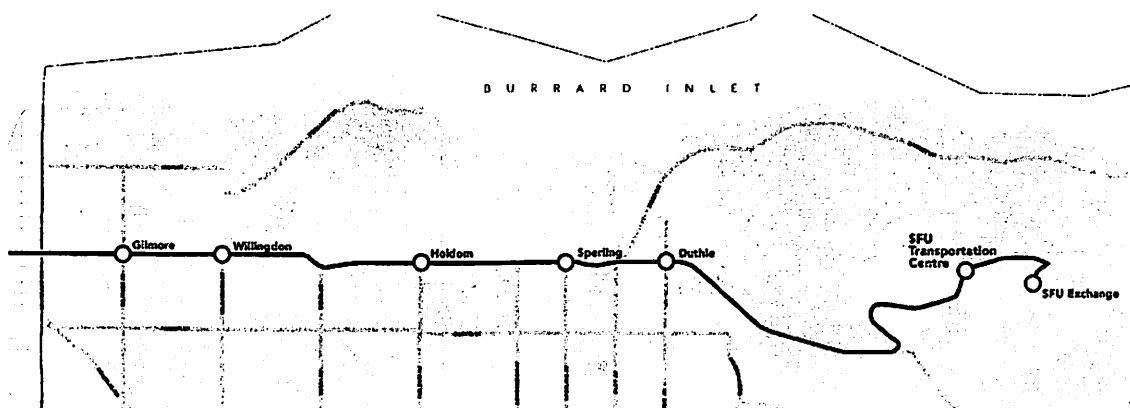
Staff Comment: The Hastings corridor will be enhanced using resources freed up from the changes to Routes 160 and/or 190, thus taking regional express services and converting them into services that benefit Burnaby. The proposed B-Line will enhance service to major stops along Hastings and at SFU, which account for 70% of eastbound alighting and 67% of westbound boarding volumes in Burnaby. The Evergreen Extension will change how people access Simon Fraser University from the Northeast Sector, but not from northern Burnaby, northern Vancouver, or the North Shore. Hastings Street will continue to see a high demand for transit services, with a stronger emphasis on Burnaby service.

As noted, longer local trips on Hastings would require a transfer, where none is needed today. To address this, Route 160 could originate at Kootenay Loop (just west of Boundary Road) rather than at Brentwood Station, as proposed. If this change were made, Hastings Street in Burnaby would have continuous local service to support the B-Line. This configuration exists for all other B-Line routes in the region. Access to Brentwood Station would still be available via transfer at Willingdon and Hastings Street to Route 130 as currently occurs today.

The proposed service changes for Hastings Street have been considered within the context of past requests from the Heights Merchants Association for Council to consider the feasibility of removal of the HOV lanes from Hastings Street. Staff consider the conversion of Route 135 to B-Line service and the addition of the Route 160 service as upgrades in the frequency of service that would neither promote nor impede any future consideration of the HOV lanes on Hastings Street. HOV lanes are not a prerequisite to B-Line service, and there are a number of examples of other B-Line routes in the region which operate on streets that do not have HOV lanes (e.g. portions of 99 B-Line on Broadway in Vancouver; 96 B-Line on 104 Avenue and King George Boulevard in Surrey).

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Figure 11 - Proposed Hastings B-Line Service



- **Route 106 Restructuring:** Route 106 currently provides service between Metrotown and New Westminster Stations (*Figure 12*). TransLink analysis indicates that it would operate more efficiently if split into two routes, shown in *Figure 13*, so that service levels on each route could be adjusted to better match demand. This change will require transfers at Edmonds Station for anyone using both halves of the route, but these are relatively few in number. Most passengers at Edmonds Station are connecting to / from SkyTrain.

Figure 12 - Current Service Route 106

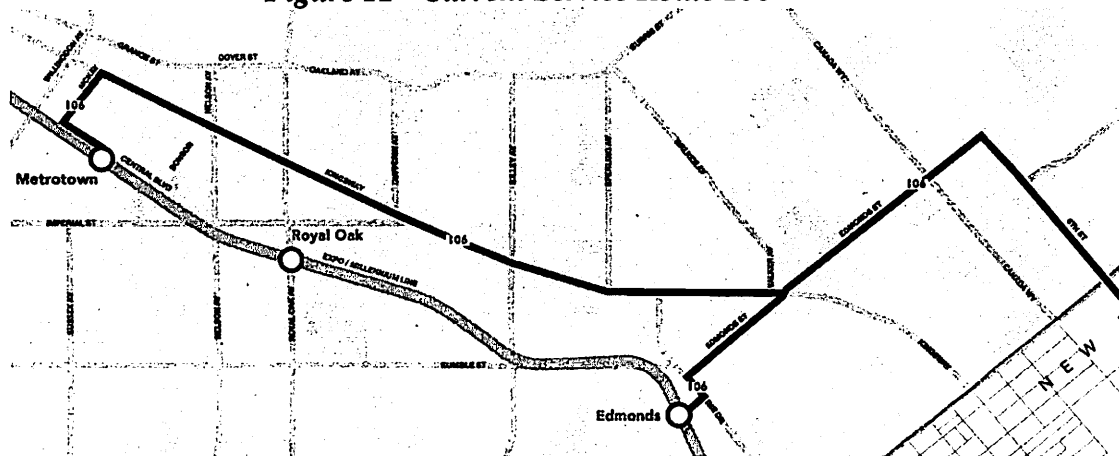
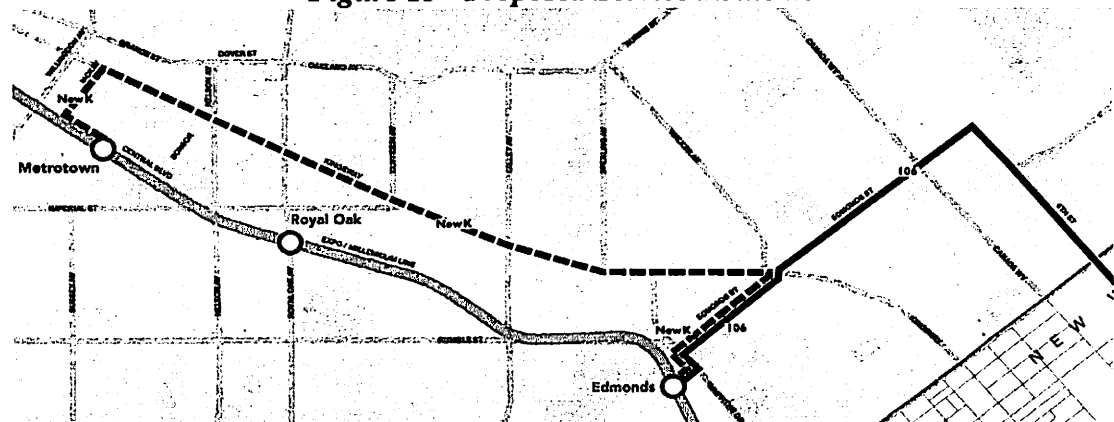


Figure 13 - Proposed Service Route 10



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Staff Comment: The splitting of Route 106 into two smaller routes will allow for a more balanced matching of supply with demand, requiring an additional transfer for only a small number of passengers.

- **Increased Travel options on Hwy 1:** Route 509 presently links Walnut Grove (north Langley) to SkyTrain at Surrey Central Station (**Figure 14**). The new proposal illustrated in **Figure 15**, would see this connection made at Lougheed Town Centre instead. This will provide additional capacity on Highway 1, where the existing Route 555 is crowded. It also provides the route with a direct connection to both the Expo and Millennium Lines. TransLink has confirmed that there is adequate space at Lougheed Station to add the Route 509 service.

Figure 14 – Existing Service Route 509

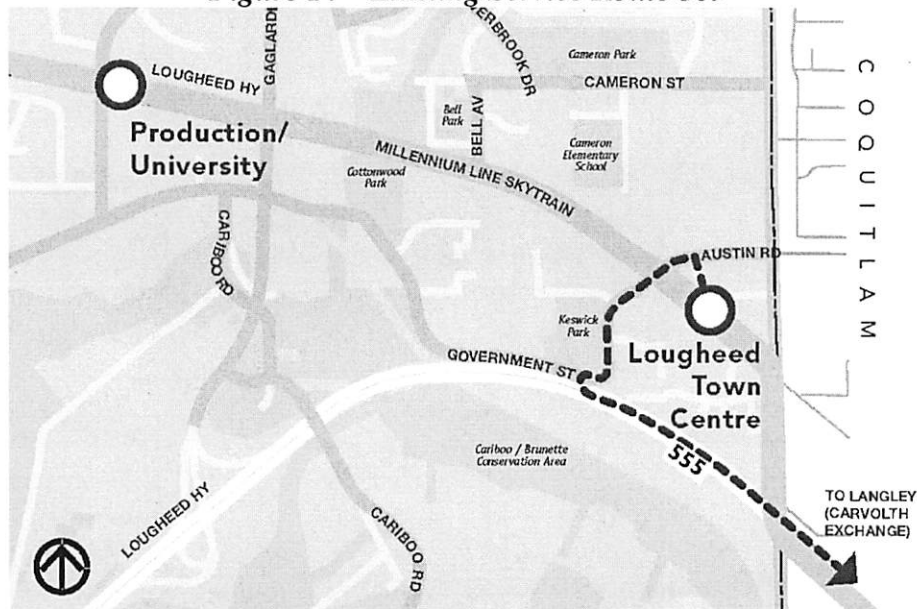
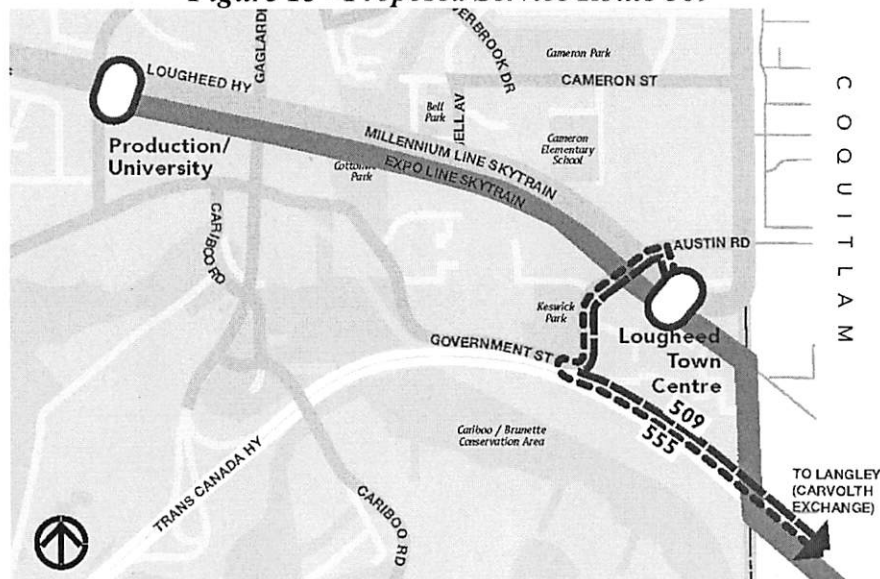


Figure 15 - Proposed Service Route 509



To: Transportation Committee
 From: Director Planning and Building
 Re: 2016 Transit Service Modification Proposals in Burnaby
 2015 November 10..... Page 14

Staff Comment: The proposed extension of Route 509 will increase connections for transit customers between Surrey Central and Lougheed Town Centre.

5.0 PUBLIC CONSULTATION PROCESS

Prior to the launch of the public consultation period, a TransLink delegation presented the proposed transit service modifications at the 2015 October 7 Transportation Committee.

Public consultation was held during the period October 13 – November 6, 2015, with an online focus via various media. Based on the results of the public and stakeholder engagement, TransLink may make adjustments to the proposed initiatives and will confirm the program for implementation. Any feedback Council wishes to provide would be considered prior to the implementation of any changes by TransLink. Once approved by the TransLink Board, the service change proposals will be implemented through the regular (April, June, September and December) transit service change process beginning in 2016 and extending into 2017. Much of the timing is governed by the need to synchronize with other improvements, such as the Metrotown Station renovations and opening of the Evergreen Extension.

6.0 CONCLUSION

TransLink has proposed a number of transit network changes for 2016 and beyond which focus on:

- Integrating bus service to the new Millennium Line/Evergreen Extension;
- Decreasing travel time on busy routes and extending service to areas with high customer demand;
- Taking advantage of road and infrastructure changes; and
- Making the system more efficient.

Transit service improvement proposals for 2016-2017 in the City of Burnaby include:

- **Evergreen SkyTrain Changes:** Extension of the Millennium Line to the Northeast Sector and termination of the Expo Line at Production Way/University.
- **Evergreen Bus Integration Changes:** Discontinuation of the 97 B-Line service, redesign of C24 to maintain service on North Road, discontinuation of Route 190 from Hastings Street, and corresponding enhancements to Route 160.
- **Metrotown Station Upgrade Integration:** Re-design of route architecture for Routes 49, 116, 130, 144 and 430 to terminate and layover on Central Boulevard adjacent to the new station plaza, and re-design of Route 129 to terminate at Patterson Station.
- **Road Infrastructure Changes:** Modification of all bus service routing at Simon Fraser University to take advantage of the new two-way road system by providing more efficient, direct and faster service.
- **Network Changes:** Candidate proposals for improved transit service include: introduction of B-Line Service on Hastings Street to replace Route 135, restructuring of Route 106 into two separate services, and re-structuring of Route 509 to terminate at Lougheed Station.

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Re: 2016 Transit Service Modification Proposals in Burnaby
2015 November 10 Page 15

The proposed changes are generally beneficial and supportable. This report recommends that Council request TransLink amend their proposal for Route 160 so that it originates at Kootenay Loop rather than Brentwood Mall, to provide more consistent local service on Hastings Street and to support the introduction of B-Line service.

The report further recommends that Council authorize the use of a short section of road segment (Wilson Avenue, between Central Boulevard and Beresford Street) for transit operations, and that a copy of this report be sent to Mr. Dan Freeman, Manager, Transit Network Management, TransLink.



Lou Pelletier, Director
PLANNING AND BUILDING

LL/sla/sa

cc: City Manager
Deputy City Managers
Director Engineering
City Clerk

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TransLink

400 - 287 Nelson's Court
New Westminster, BC V3L 0E7
Canada
Tel 778.375.7500

www.translink.ca

South Coast British Columbia
Transportation Authority

December 2, 2015

Isabel Kolic
Executive Director, The Heights Merchants Association
4019 Hastings Street
Burnaby, BC V5C 2J1

Dear Ms. Kolic:

RE: The Heights Merchants Association submission to TransLink

Your November 6th letter to Tim Savoie, TransLink's Vice President of Transportation and Policy, was forwarded to me for response.

Thank you for writing to share your feedback about TransLink's proposed changes. We recognize that these proposals may affect you and your community and appreciate you conveying your concerns. No decisions have been made at this time, and your input along with other input from residents and transit customers will be seriously considered before moving forward with any changes.

The Transit Network Consultation invited customers to have their say on over 85 proposed bus route changes across Metro Vancouver, from October 13 until November 6, 2015. An extensive marketing campaign was used to raise awareness of the proposals, which included 400 posters and 6,000 post cards distributed to community centres, pools, and public libraries across the region, including 14 in Burnaby. We ran ads in six local newspapers, including the Burnaby Now, used all social media channels, and ran digital ads targeted at each municipality. Through email and phone calls, we reached out to over 3,400 key stakeholders, including many local organizations in Burnaby.

At the close of consultation, TransLink had received over 12,000 completed surveys, had over 3 million visits to our website, and gathered hundreds of additional customer comments through emails, phone calls, and letters such as yours.

We understand that online consultation does not meet the needs of all customers and stakeholders. In addition to the online survey TransLink staff answered countless phone calls and written letters to help ensure the proposals were understood. We also assisted residents without internet access in recording their feedback and completing surveys over the phone. In addition, TransLink planning staff spoke on the phone and exchanged emails on a number of occasions directly with The Heights Merchants Association to share information about the proposals and receive your feedback. Direct discussions such as those have helped us appreciate the range of perspectives of our customers.

TransLink staff are now focused on analyzing the numerous responses received through the survey and correspondence such as yours, to determine whether any adjustments to the proposals or further engagement are

required. We expect to report back to the public in early 2016, and we will continue to liaise with Burnaby staff as we confirm the next steps.

Please let me know if there is any further information or assistance I can provide on this matter.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Dan Freeman', with a long horizontal stroke extending to the right.

Daniel Freeman
Manager, Transit Network Management
Transportation Planning and Policy Division

Cc: **Dan Johnston**, Burnaby City Councillor, Chair of Burnaby Transportation Committee
Leon Gous, Director of Engineering, City of Burnaby
Doug Louie, Assistant Director of Engineering, City of Burnaby



Nov. 6, 2015

Tim Savoie
Vice President of Transportation Planning and Policy
Translink
287 Nelson's Ct #400,
New Westminster, BC V3L 0E7

Dear Mr. Savoie,

I am writing on behalf of the Heights Merchants Association, its 330+ businesses, 2,000 employees, and untold number of customers. Our friendly and vibrant neighbourhood shopping district is located along a two-kilometer stretch of Hastings Street in North Burnaby. We are comprised of mostly smaller, independent businesses, and we are continually trying to attract customers to our area, keep local people shopping closer to home, and struggling to compete with "big box" retailers and shopping malls.

When informed about Translink's proposed changes to the #135 SFU/Burrard Station bus route, our Board of Directors expressed dismay and concern and directed that their views be sent to you.

Translink's changes, as proposed, mean there would no longer be a single local-service bus that would span the length of our district from Boundary to Gamma, or connect it easily to the communities east and west of us, where many of our customers live in East Vancouver and East Burnaby. Instead, there would be up to four "local" buses, each only covering a fraction of Hastings, and requiring burdensome transferring from one route to another, to cover distances currently efficiently served by the #135.

Of our 330+ businesses, 54 of them are medical service-related (physicians, specialists, x-ray, ultrasound, labs, and many others). We are home to 9 major banks/credit unions and an additional 6 financial services companies. Approximately 10 businesses are specialty schools; for example, art, music, and dance schools, martial arts, Kumon, and so forth. Our area generates 127 million in annual revenue. We have almost as many businesses as Metropolis at Metrotown.

Our 2015 market research also shows that 58% of shoppers come here specifically for groceries. We are a prime location for running errands such as purchasing basic daily staples and banking.

Proposing to eliminate local stops from the #135 bus route will possibly double the duration of many (previously quick) public transit trips, reduce frequency of Hastings Street's local bus service, create unreasonably long waiting times for an urban area's public transit, and require walking an additional city block and waiting to cross the busy Willingdon and Hastings intersection simply to catch a connecting bus. This doesn't include the wait time when one actually arrives at the bus stop.

People with young children and baby strollers in tow (sometimes both), senior citizens of all mobility levels, people with heavy groceries, and many others, will no longer be served by a quick 3 to 5 minute single-bus trip. If they are travelling from a local stop to another local stop in North Burnaby, factoring in street crossings and potential wait times, their previously "easy" trip may now be 15 to 18 minutes long and require a cumbersome multi-faceted transfer.

Our Board believes that Translink is prioritizing and favouring the long-distance commuter, and the public transit user's links to big urban shopping areas in Downtown Vancouver, Brentwood and Metrotown, and de-prioritizing the needs of local commercial areas and their stakeholders.

While having an express B-Line route is a positive prospect for commuters, Translink is forgetting the shorter-distance commuter whose daily travel range of distance is smaller, although no less important. Arguably, Translink may be speeding up the Burnaby Mountain to Downtown traveler at the expense of the local who makes shorter daily trips and depends on easy and fast public transportation to continue to live a "car-reduced" or car-free lifestyle, or not be dependent on others. This runs counter to the efforts of the City of Burnaby to create a more environmentally sustainable City.

Many local families have aging parents who cannot drive any longer, or young teens who are venturing out on their own for their first part-time jobs, sports, or socializing. And there are others, yet, who are in a low income bracket and simply cannot afford any other option.

15-minute frequency is not acceptable in a medium-density urban setting during business and school hours. Requiring a two-bus transfer in a 10- or 20-block stretch of a very busy commercial area with density increases underway is also not acceptable. Requiring a bus transfer that necessitates walking a whole block and crossing a street is also not practical. From our Board's viewpoint, these sorts of decisions contribute to a shift of public transit users to private modes of transportation.

The Heights Merchants Association wishes to encourage Translink to continue building up our region's local commercial areas, rather than fostering the "local shopper's" need to travel farther afield to obtain what they need from big shopping centres. If you make the former difficult, and the latter easy, it can erode the viability of the local shopping areas to compete and survive, after which travelling longer distances to buy what you need could actually become the only option available to us.

We urge you to speak with your Transportation Planning team about the real human experience on Hastings Street, to consider the qualitative data of the people who need public transit the most.

Lastly, we are concerned that Translink's exclusive "online only" consultative process has inadvertently excluded many seniors who are unable to use the Internet, or don't have Internet access. It also may have excluded lower income people who don't have a computer at home, teens who are not generally inclined to participate in public surveys, new immigrants with limited English ability, and busy parents of young children who may not be paying attention.

We believe localized open forums and notices at all bus stops may have given you opportunities to hear more stories and more voices.

Thank you for considering our input. We are hoping for the best possible outcome for our district, our City, and our region at large.

Sincerely,



Isabel Kolic
Executive Director

C: Dan Johnston, Burnaby City Councillor, Chair of City of Burnaby Transportation Committee
Leon Gous, Director of Engineering, City of Burnaby
Doug Louie, Assistant Director of Engineering, City of Burnaby
Mia Pears, Planner, Transit Network Management, Translink

From: D. Malcolm Johnston
Sent: Monday, November 9, 2015 7:57:16 AM (UTC-08:00)
 Pacific Time (US & Canada)
To: justin.trudeau@parl.gc.ca
Cc: Carla.Qualtrough@parl.gc.ca; John.Aldag@parl.gc.ca;
Dianne.Watts@parl.gc.ca; Randeep.Sarai@parl.gc.ca;
Sukh.Dhaliwal@parl.gc.ca; joyce.murray@parl.gc.ca;
Amarjeet.Sohi@parl.gc.ca; marc.garneau@parl.gc.ca
Subject: Public transit and transport in Metro Vancouver

SECTION 2
 COUNCIL CORRESPONDENCE
 City Manager
 Deputy City Managers (2)
 Dir. Planning & Building
 Dir Engineering
 Transportation Committee

Dear Prime Minister Trudeau;

Congratulations on your recent electoral success and now a fresh wind sweeps across Canada.

My name is Malcolm Johnston and I have been an advocate for better public transit in the Metro Vancouver region for over 30 years. I have seen three major rapid transit projects built during this time and can honestly say all were built for political and/or bureaucratic prestige.

A historical background leading to today's transit ills in the metro Vancouver region.

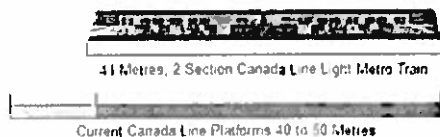
In the late 1970s, instead of the originally planned-for light rail transit (LRT) from downtown Vancouver to Whalley, in Surrey; Lougheed Mall in East Burnaby and Richmond Centre, the then Social Credit provincial government forced the propriety SkyTrain mini-metro system onto the region.

Later that turned out to be a shady deal between the BC government and the Ontario. The owners of the proprietary mini-metro system, the Urban Development Transportation Corporation was an Ontario Crown corporation that had great problems selling its ICTS/ALRT product, which we call SkyTrain. No one wanted it, including the Toronto Transit Commission.

Despite the hype and hoopla about ICTS/ALRT a 1982 TTC study found; *"ICTS cost up ten times more to install than light rail, for about the same capacity....."* Yet for the cost of the proposed 1970's LRT network to Surrey, Richmond and Lougheed Mall, taxpayers received a SkyTrain from downtown Vancouver to new Westminster!

The 1982 showed that, although modern LRT was then still in its infancy, had made ICTS/ALRT SkyTrain obsolete! This fact has been well covered up by both the media and by various governments who spent a lot of editorial and political credibility supporting ICTS/ALRT.

Later the UDTCTC was sold to Lavalin, which went bankrupt, in part, trying to sell the proprietary mini-metro, now called Advanced Light Metro or ALM, to Bangkok, Thailand. then Bombardier purchased the rights to ICTS/ALRT/ALM at Lavalin's bankruptcy sale, but the newly-formed SNC Lavalin retained the engineering patents.



The mini-metro was again renamed Advanced Rapid Transit or ART, with Bombardier designing a larger new car, commonly known as the Mk.2.

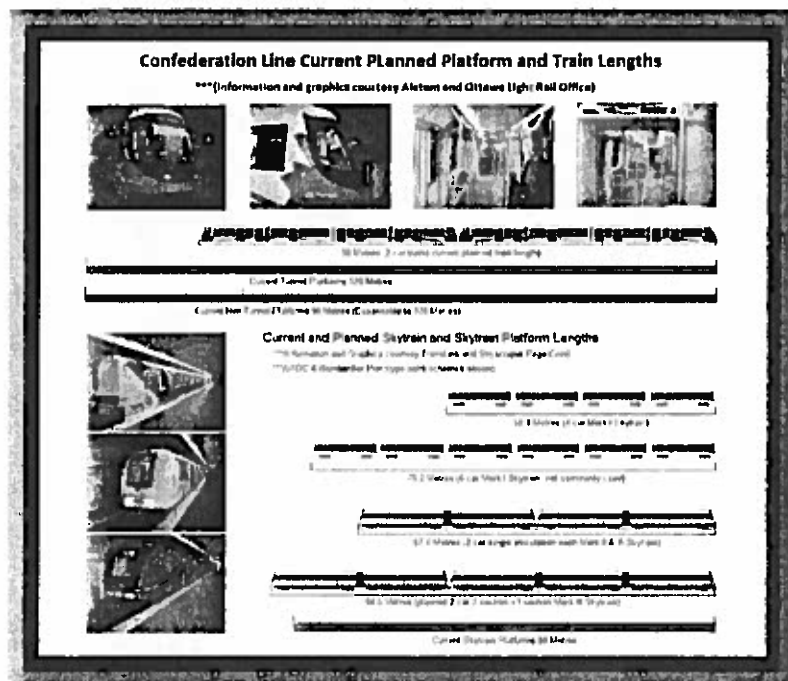
Back in Vancouver, the shortfalls of the original ALRT/SkyTrain Line had become apparent and great work was done to ensure the next major transit project,

the Broadway-Lougheed Transit project would use modern light rail. Alas, that was not to be. Instead, the governing NDP, in a private deal with Bombardier, again forced SkyTrain onto the region in what is now known as the Millennium Line. So expensive was ART/SkyTrain, that the planned route to Port

Moody had to be abandoned and the Millennium Line eventually petered out at a station between Glen and Clark Drives in Vancouver.

The nearly-completion Evergreen Line is but the originally abandoned portion of the original Broadway-Lougheed LRT project to Coquitlam.

The BC Liberals, wanting their own vanity transit project, forced through the Canada Line, which uses conventional electrical multiple units, operating either on elevated guideways or in a subway in Vancouver. The cost of building the subway portion greatly escalated from the original cost of the project at \$1.3 billion to about \$2.4B. To reduce costs the scope of the project was significantly reduced. That was achieved by employing cut-and-cover construction on Cambie St. (with devastating results for local merchants) and by reducing station sizes with platforms lengths that vary between 40 metres to 50



metres, which can only accommodate two-car trains, 41 metres long.

The Canada Line station platforms are half as long as the Expo and Millennium Line stations, effectively giving the \$2.4 billion Canada Line half the capacity! Embarrassingly, the Canada line is the only heavy rail metro in the world that was built as a light metro, having less capacity than a simple streetcar line costing a fraction to build! For added insult, the Canada Line, not being ALRT/ART SkyTrain is incompatible in operation with the the Bombardier proprietary mini-metro system.

The above graphic illustrates Ottawa's LRT line (presently under construction) with longer station platforms, will have a greater capacity than our current SkyTrain system. It is worth noting that two modern light rail vehicles (approx. \$5 million each) can carry more customers than 5 Mk.2 vehicles (MK.1's are no longer in production) costing over \$3 million each.

To date, only seven ICTS/ALRT/ALM/ART systems have been built. Toronto will be tearing down their life-expired ICTS system in the near future. During the same period that ICTS/ALRT/ALM/ART has been on the market, over 200 new LRT systems have either been built; are nearing completion; or are in advanced stages of planning.

Metro Vancouver's much troubled TransLink operation wants to build two more transit lines; a Broadway SkyTrain subway to Arbutus and Surrey's ill-designed LRT. The problem with both projects is that they are being built on routes that do not have the customer flows to justify construction. If built, they will suck-up much needed funding from regions that desperately need improved transit in order to fund overbuilt vanity projects that satisfy the whims of the mayors in both Vancouver and Surrey.

The Broadway subway is really the unfinished Western portion of the originally-planned for Broadway-Lougheed light rail project. The Arbutus and Broadway terminus and the creation of TransLink was an NDP inducement for then GVRD Chair and Vancouver Councillor George Puil to agree to fund the NDP's switch from LRT to ART, with the added sweetener that the province would pay two thirds of the cost of SkyTrain only construction west of Commercial Drive.

Table 3.2 - Week-day Travel Time Across UBC/EL, Scenario by Route, 2012

Route	AM Peak 10:00-11:00	Midday 11:00-12:00	PM Peak 15:00-16:00	Even 16:00-17:00	Night 17:00-18:00	Total
1. 1st Ave	2:50	1:40	2:50	2:50	2:50	13:10
2. 2nd Ave	2:50	1:40	2:50	2:50	2:50	13:10
3. 3rd Ave	2:50	1:40	2:50	2:50	2:50	13:10
4. 4th Ave	2:50	1:40	2:50	2:50	2:50	13:10
5. 5th Ave	2:50	1:40	2:50	2:50	2:50	13:10
6. 6th Ave	2:50	1:40	2:50	2:50	2:50	13:10
7. 7th Ave	2:50	1:40	2:50	2:50	2:50	13:10
8. 8th Ave	2:50	1:40	2:50	2:50	2:50	13:10
9. 9th Ave	2:50	1:40	2:50	2:50	2:50	13:10
10. 10th Ave	2:50	1:40	2:50	2:50	2:50	13:10
11. 11th Ave	2:50	1:40	2:50	2:50	2:50	13:10
12. 12th Ave	2:50	1:40	2:50	2:50	2:50	13:10
13. 13th Ave	2:50	1:40	2:50	2:50	2:50	13:10
14. 14th Ave	2:50	1:40	2:50	2:50	2:50	13:10
15. 15th Ave	2:50	1:40	2:50	2:50	2:50	13:10
16. 16th Ave	2:50	1:40	2:50	2:50	2:50	13:10
17. 17th Ave	2:50	1:40	2:50	2:50	2:50	13:10
18. 18th Ave	2:50	1:40	2:50	2:50	2:50	13:10
19. 19th Ave	2:50	1:40	2:50	2:50	2:50	13:10
20. 20th Ave	2:50	1:40	2:50	2:50	2:50	13:10
21. 21st Ave	2:50	1:40	2:50	2:50	2:50	13:10
22. 22nd Ave	2:50	1:40	2:50	2:50	2:50	13:10
23. 23rd Ave	2:50	1:40	2:50	2:50	2:50	13:10
24. 24th Ave	2:50	1:40	2:50	2:50	2:50	13:10
25. 25th Ave	2:50	1:40	2:50	2:50	2:50	13:10
26. 26th Ave	2:50	1:40	2:50	2:50	2:50	13:10
27. 27th Ave	2:50	1:40	2:50	2:50	2:50	13:10
28. 28th Ave	2:50	1:40	2:50	2:50	2:50	13:10
29. 29th Ave	2:50	1:40	2:50	2:50	2:50	13:10
30. 30th Ave	2:50	1:40	2:50	2:50	2:50	13:10
31. 31st Ave	2:50	1:40	2:50	2:50	2:50	13:10
32. 32nd Ave	2:50	1:40	2:50	2:50	2:50	13:10
33. 33rd Ave	2:50	1:40	2:50	2:50	2:50	13:10
34. 34th Ave	2:50	1:40	2:50	2:50	2:50	13:10
35. 35th Ave	2:50	1:40	2:50	2:50	2:50	13:10
36. 36th Ave	2:50	1:40	2:50	2:50	2:50	13:10
37. 37th Ave	2:50	1:40	2:50	2:50	2:50	13:10
38. 38th Ave	2:50	1:40	2:50	2:50	2:50	13:10
39. 39th Ave	2:50	1:40	2:50	2:50	2:50	13:10
40. 40th Ave	2:50	1:40	2:50	2:50	2:50	13:10
41. 41st Ave	2:50	1:40	2:50	2:50	2:50	13:10
42. 42nd Ave	2:50	1:40	2:50	2:50	2:50	13:10
43. 43rd Ave	2:50	1:40	2:50	2:50	2:50	13:10
44. 44th Ave	2:50	1:40	2:50	2:50	2:50	13:10
45. 45th Ave	2:50	1:40	2:50	2:50	2:50	13:10
46. 46th Ave	2:50	1:40	2:50	2:50	2:50	13:10
47. 47th Ave	2:50	1:40	2:50	2:50	2:50	13:10
48. 48th Ave	2:50	1:40	2:50	2:50	2:50	13:10
49. 49th Ave	2:50	1:40	2:50	2:50	2:50	13:10
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51. 51st Ave	2:50	1:40	2:50	2:50	2:50	13:10
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53. 53rd Ave	2:50	1:40	2:50	2:50	2:50	13:10
54. 54th Ave	2:50	1:40	2:50	2:50	2:50	13:10
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56. 56th Ave	2:50	1:40	2:50	2:50	2:50	13:10
57. 57th Ave	2:50	1:40	2:50	2:50	2:50	13:10
58. 58th Ave	2:50	1:40	2:50	2:50	2:50	13:10
59. 59th Ave	2:50	1:40	2:50	2:50	2:50	13:10
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66. 66th Ave	2:50	1:40	2:50	2:50	2:50	13:10
67. 67th Ave	2:50	1:40	2:50	2:50	2:50	13:10
68. 68th Ave	2:50	1:40	2:50	2:50	2:50	13:10
69. 69th Ave	2:50	1:40	2:50	2:50	2:50	13:10
70. 70th Ave	2:50	1:40	2:50	2:50	2:50	13:10
71. 71st Ave	2:50	1:40	2:50	2:50	2:50	13:10
72. 72nd Ave	2:50	1:40	2:50	2:50	2:50	13:10
73. 73rd Ave	2:50	1:40	2:50	2:50	2:50	13:10
74. 74th Ave	2:50	1:40	2:50	2:50	2:50	13:10
75. 75th Ave	2:50	1:40	2:50	2:50	2:50	13:10
76. 76th Ave	2:50	1:40	2:50	2:50	2:50	13:10
77. 77th Ave	2:50	1:40	2:50	2:50	2:50	13:10
78. 78th Ave	2:50	1:40	2:50	2:50	2:50	13:10
79. 79th Ave	2:50	1:40	2:50	2:50	2:50	13:10
80. 80th Ave	2:50	1:40	2:50	2:50	2:50	13:10
81. 81st Ave	2:50	1:40	2:50	2:50	2:50	13:10
82. 82nd Ave	2:50	1:40	2:50	2:50	2:50	13:10
83. 83rd Ave	2:50	1:40	2:50	2:50	2:50	13:10
84. 84th Ave	2:50	1:40	2:50	2:50	2:50	13:10
85. 85th Ave	2:50	1:40	2:50	2:50	2:50	13:10
86. 86th Ave	2:50	1:40	2:50	2:50	2:50	13:10
87. 87th Ave	2:50	1:40	2:50	2:50	2:50	13:10
88. 88th Ave	2:50	1:40	2:50	2:50	2:50	13:10
89. 89th Ave	2:50	1:40	2:50	2:50	2:50	13:10
90. 90th Ave	2:50	1:40	2:50	2:50	2:50	13:10
91. 91st Ave	2:50	1:40	2:50	2:50	2:50	13:10
92. 92nd Ave	2:50	1:40	2:50	2:50	2:50	13:10
93. 93rd Ave	2:50	1:40	2:50	2:50	2:50	13:10
94. 94th Ave	2:50	1:40	2:50	2:50	2:50	13:10
95. 95th Ave	2:50	1:40	2:50	2:50	2:50	13:10
96. 96th Ave	2:50	1:40	2:50	2:50	2:50	13:10
97. 97th Ave	2:50	1:40	2:50	2:50	2:50	13:10
98. 98th Ave	2:50	1:40	2:50	2:50	2:50	13:10
99. 99th Ave	2:50	1:40	2:50	2:50	2:50	13:10
100. 100th Ave	2:50	1:40	2:50	2:50	2:50	13:10

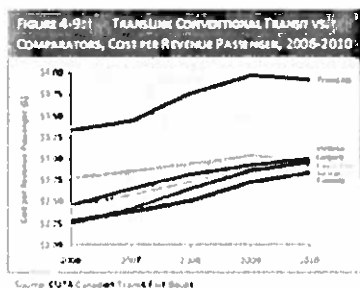
Today, even with the B-line buses, peak hour traffic flows along Broadway are less than 5,000 persons per hour per direction (pphpd), which is about two thirds less than the bare minimum of 15,000 pphpd that would justify subway construction. You can build a subway, but expect to pay huge subsidies to keep it in operation; subsidies that will erode transit operations elsewhere.

Modern LRT can easily handle such traffic at one half to one third the cost to build and costing about half to operate than the current buses on that route. Modern LRT can handle traffic flows of 15,000 pphpd, the maximum capacity the current ALRT/ART SkyTrain can handle. An unpleasant fact is, a Broadway subway would have potentially less capacity than surface light rail, unless about \$3 billion is spent to upgrade the current ALRT/ART system. New electrical and upgraded electrical installations would be required to handle more trains and major station upgrades, like extending platform lengths on the entire system, to accommodate longer trains needed for increased capacity!

The Surrey LRT is just more bad planning.

TransLink has not planned the Surrey LRT as a stand-alone light rail operation, rather, as a poor man's SkyTrain, feeding the already at capacity Expo Line! Operating on routes that do not have the customer flows to justify LRT construction, it seems chosen for political reasons only.

Two more badly planned and expensive transit projects will only drive up the cost of transit, which already has made the cost per revenue passenger one third higher in metro Vancouver than Edmonton, Calgary and Toronto.



There is another way.

In September 2010, Rail for the Valley released their privately-commissioned study, prepared by Leewood Projects of the UK, which saw that a TramTrain service between Vancouver and Chilliwack, using the existing former BC Electric interurban route was viable and could be built, depending on the amount of money one wished to invest, between \$500 million to \$1 billion dollars for the 136 km. route.

The Leewood Study.

TramTrain is a variation of LRT which has trams or streetcars, operating on both trams/streetcar tracks and main line railway tracks. First operated in Karlsruhe Germany in 1993, TramTrain has proven very successful and today over 25 TramTrains are operating in Europe and North America and many more are being planned.

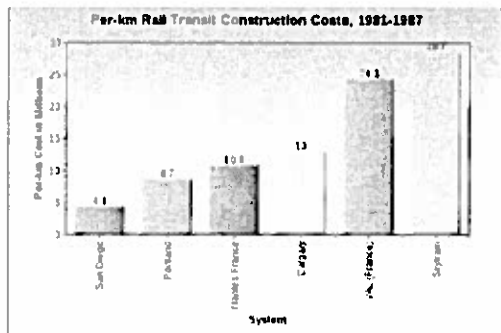
Using TramTrain on existing railway tracks greatly reduces costs, while providing quality transit services to areas which otherwise would go without.

TransLink and the provincial government have remained blind deaf and mute to The RttV/Leewood TramTrain and instead want to see a hugely expensive subway built under Broadway, which will not reduce congestion plus an equally expensive LRT in Surrey, which again will do little to reduce congestion.

Why are subways and light rail built?

In the real world, LRT is built on heavily used bus routes because one tram (1 tram driver) is as efficient as up to six buses (6 bus drivers) and because for every bus or tram used, one needs to hire a minimum of three people to manage, maintain and operate them. LRT becomes the better investment over a standard business cycle.

Though somewhat dated the preceding graphic shows the costs of new build LRT and the VAL and SkyTrain proprietary mini-metro systems. Today, both VAL and SkyTrain have become niche transit modes, with no sales in the past decade.

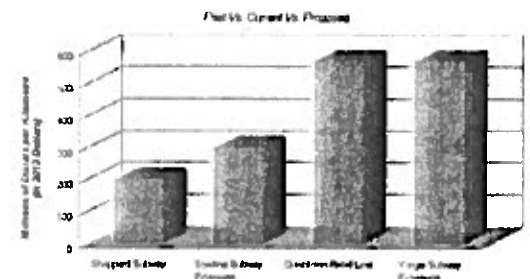


Subways are only built when ridership demands long trains needing large stations accommodating long station platforms, that at-grade would be problematic. The threshold for subway construction are traffic flows in excess of 15,000 persons per hour per direction. In many European cities peak hour ridership on sections of tram routes exceed 25,000 pphpd!

One can build subways on lesser routes, but the huge operating and maintenance costs means monies for other transit operation must be diverted to pay for the subway.

Solutions are needed for today's transit needs.

I am hoping your new Liberal government will be open to fresh ideas as it provides much-needed funds to regional transit and transportation projects across Canada. Taxpayers need you to ensure that monies are spent on viable projects instead of stale vanity projects.



May I offer these four suggestions:

1. Fund new *Faculties of Urban Transport and Transportation*, granting degrees at major Canadian Universities. Unlike Europe, Canada does not have a School of Public Transportation and many planning for "rail" transport have little notion of the science or history of public transportation. Vancouver is a very good example of this.
2. All major public transit projects that receive public financing must be subjected to scrutiny by a panel of 'arms-length' transit peers. In the U.S. all new transit projects that seek federal support are now subjected to scrutiny by a panel of transit peers, selected and monitored by the federal government, to ensure that projects are analyzed honestly, and that taxpayers' interests are protected. No SkyTrain project has ever passed this scrutiny in the U.S.
3. Federal laws pertaining to railway operation must be changed to accommodate regional transit needs. Unlike Europe, where the mainline railways tend to be owned publicly, in Canada, the railway companies must be legislated to accept either regional rail or TramTrain. If Canadian

law allows one-man operation of dangerous cargoes like volatile oil, then the law can be changed to accommodate regional transit needs.

4. For Metro Vancouver, instead of giving monies to the Broadway Subway Project or the Surrey LRT, money would be better spent in funding the replacement of the decaying Patullo Bridge and the decrepit Fraser River Rail Bridge with a combined road/rail bridge. A high level road bridge and a three track lifting span would give ample capacity for both motorists and freight, passenger and local suburban train service in the region. A combined road/rail bridge across the Fraser River would do more in alleviating congestion in the region than a short subway line in Vancouver and a poor man's SkyTrain being proposed for Surrey.

It is my hope and wish that transit planning is again done for the benefit of the transit customer and not for political or academic vanity. Metro Vancouver politicians love to boast about Vancouver and its transit system, but no one has copied Vancouver or its use of light metro. Transit planners and politicians come to Vancouver; they see SkyTrain; and they go home and build with light rail!

Sincerely;

D. Malcolm Johnston

Delta, BC

Canada



Meeting 2016 January 13

COMMITTEE REPORT

TO: CHAIR AND MEMBERS
TRANSPORTATION COMMITTEE

DATE: 2016 January 06

FROM: DIRECTOR PLANNING AND BUILDING

FILE: 68000 20
Reference: Gilmore Urban Trail

SUBJECT: GILMORE URBAN TRAIL PROJECT – PROPOSED DESIGN AND IMPROVEMENTS

PURPOSE: To inform the Committee of proposed improvements to the Gilmore Urban Trail from Canada Way to Dawson Street.

RECOMMENDATION:

1. **THAT** the Transportation Committee receive for their information the proposed design and improvements to the Gilmore Urban Trail from Canada Way to Dawson Street.

REPORT**1.0 INTRODUCTION**

On 2014 June 11, the Transportation Committee received for information a Council report approving an expenditure from Gaming Funds for the design of a portion of the Gilmore Urban Trail, as described in this report. The report also approved submission of funding applications to TransLink and the Province for the design and construction of the urban trail. The report noted that upon completion of the design and cost estimates, Council approval of tendering and construction of the project would be sought for construction in 2016.

The Gilmore Urban Trail is a 3.3 kilometre north-south section of the urban trail network that follows the Gilmore Avenue/Diversion/Way from William Street by Willingdon Heights Park to Sanderson Way at Electronic Arts (see *Sketch #1, attached*). It forms a part of the 11 kilometre Sea to River (S2R) Bikeway and connects to the Central Valley Greenway (CVG) (see *Sketch #2 attached*). The S2R provides an important link in the City between the Metrotown and Brentwood Town Centres, intersects with seven east-west urban trail routes and is the most popular north-south cycling route in the City. This corridor is also well used by pedestrians and transit users of the #129 bus.

The proposed Gilmore Urban Trail project improves the existing network between Canada Way and Still Creek Drive and addresses deficiencies in the existing trail from Still Creek Drive to Dawson Street. It is noted that a section of the urban trail route at the north end of the alignment,

To: Transportation Committee
 From: Director Planning and Building
 Re: Gilmore Urban Trail Project – Proposed Design and Improvements
 2016 January 06..... Page 2

between Lougheed Highway and William Street, is being completed as a separate project as part of adjacent redevelopment.

The design work approved by Council is now complete and the City has been successful in applying for funding from the Province, TransLink and ICBC for this project. The purpose of this report is to inform the Transportation Committee of the proposed urban trail design, upgrades, signage and traffic configuration. A report is also being prepared for the Financial Management Committee which, in addition to describing the project and details of the funding sources, seeks expenditure authorization and approvals for a minor land exchange.

2.0 PROJECT SCOPE

This project has two major components:

1. Southern Component: Gilmore Highway 1 Overpass and Gilmore Diversion

The existing Gilmore Highway 1 Overpass and Gilmore Diversion leading up to it on either side, was designed primarily, if not exclusively for cars, and has been largely unimproved since the Highway's completion in 1964. Within this section, between Still Creek Drive and Canada Way, a 640-metre long section of urban trail has been designed within the existing road right-of-way on the west side of Gilmore Diversion. The proposed design includes necessary upgrades to pedestrian, cycling and transit facilities on the overpass and streets leading up to it to bring them into conformance with current design and safety standards.

2. Northern Component: Still Creek Drive to Dawson Street

The section of trail to the north, from Still Creek Drive to Henning Way, was constructed between 2000 and 2006. It is located on the west side, adjacent to Gilmore Avenue, which is supported on pilings and crosses the piling-supported Burlington Northern Santa Fe (BNSF) Railway. The unsupported (i.e., no pilings) trail subbase in this area has sunk below the road and rail line. To address long term subsidence and reduce maintenance requirements, upgrades to the existing trail are proposed where the trail intersects structures that are held up with pilings.

Construction of this project will also provide an opportunity to complete a 4.6 km 30–45 minute urban trail walking loop and include a small feature seating area at the intersection of Dominion Street and Canada Way, as noted in *Sketch #3, attached*. Sections of this walking loop were completed in the past fifteen years through works related to Discovery Place, BCIT, the CVG and the Willingdon Overpass. Adjacent or in close proximity to BCIT, Burnaby Hospital, Willingdon-Canada Way Business Centre, single and multi-family residents, the proposed urban trail works would create a recreational walking loop serving office workers, students and residents in the City's northwest sector.

To: *Transportation Committee*
 From: *Director Planning and Building*
 Re: *Gilmore Urban Trail Project – Proposed Design and Improvements*
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The anticipated benefits of this urban trail project include:

- A safe accessible route separated from traffic by barriers or boulevards with street trees, and with safe controlled crossings at all intersections for pedestrians and cyclists;
- A path wide enough for pedestrians and cyclists to pass safely and comfortably and allow cyclists to be removed from traffic;
- Accessible transit facilities with safe crossings and a continuous sidewalk to connect to the pedestrian and bicycle networks; and
- Improved sight lines and safety for motor vehicles.

The City reviewed draft designs with first responders, ICBC, TransLink and Ministry of Transportation staff and held an onsite “walk-through” with the cycling-activist group, HUB. This consultation ensures that the needs of all users be met and that safety can be improved. The safety improvements were also an important consideration in receiving funding from the Province, TransLink and ICBC.

3.0 URBAN TRAIL AND FEATURE AREA DESIGN

Urban Trails in the City vary in width from 3.0 to 4.0 metres, depending upon the available right-of-way. The new link would be a 3.5 m wide asphalt urban trail with 1.2–1.8 m wide front boulevards, unless otherwise noted, on the west side of Gilmore Avenue. Linking with the existing urban trail on the west side of Gilmore Avenue/Diversion/Way is constrained by a relatively narrow right-of-way, steep grades and a crossing of Highway 1. The proposed design makes the most of the existing right-of-way by moving some curbs, introducing fencing where the separation between trail users and the roadway is quite narrow, swapping a small area of land with adjacent properties to create a more useable right-of-way, and making more efficient use of the existing road and overpass. For presentation purposes, the proposed works in the southern component are shown on the following five base maps, starting at Canada Way and ending at Still Creek Avenue. The northern component is captured on a single map on page 10 of this report). Photos of typical proposed elements have been included for illustrative purposes.

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3.1 Southern Components

Canada Way to Fire Hall #7

Heading north from Canada Way, the section to Fire Hall #7 shown in **Figure #1** below, will link the existing urban trail segment in front of Fire Hall #7 to the trail south of Canada Way.

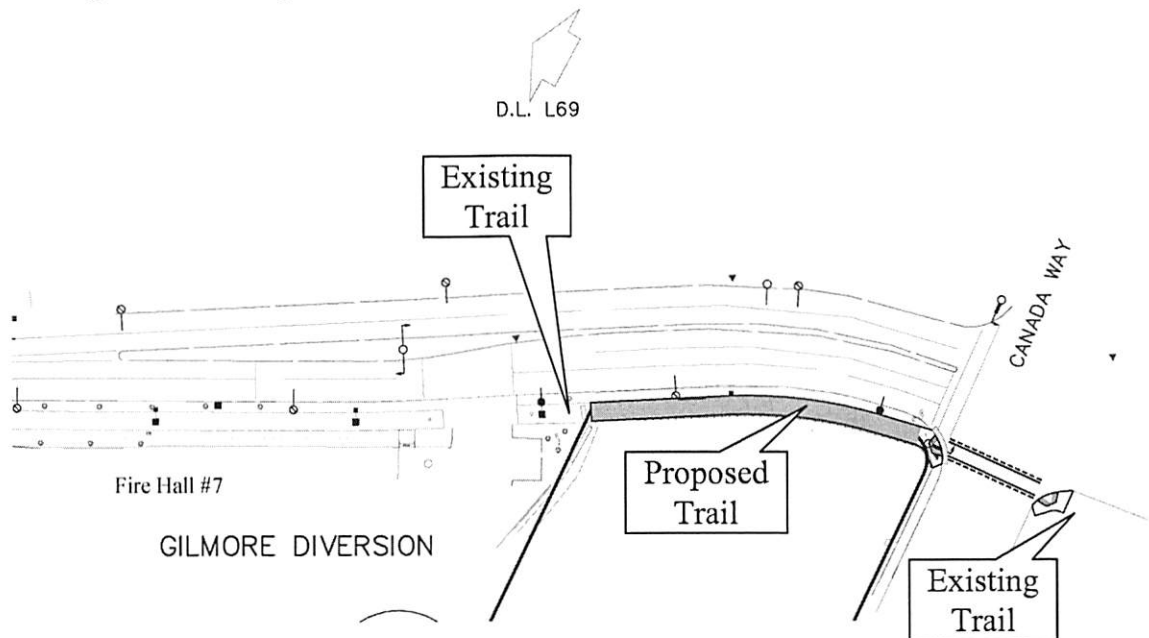
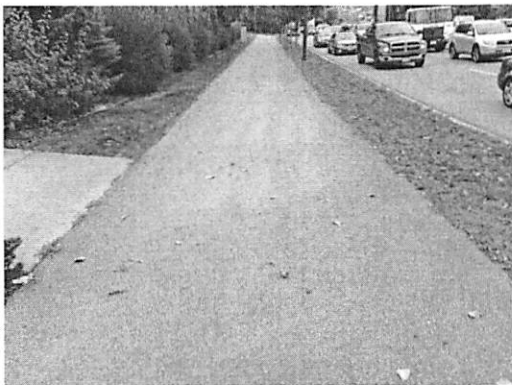


Figure #1: Proposed Urban Trail alignment on the west side of the Gilmore Diversion from Canada Way to Fire Hall #7.



Photograph #1: Typical 3.5m wide asphalt urban trail with 1.8m wide boulevard.

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Dominion Street to Manor Street

From Dominion Street to Manor Street, a new portion of urban trail will be incorporated with a new bus pad and shelter. A proposed feature seating area, behind the bus shelter and just north of Dominion Street, would have views to Brentwood and the North Shore Mountains and would serve the pedestrian walking loop, cyclists and local residents.

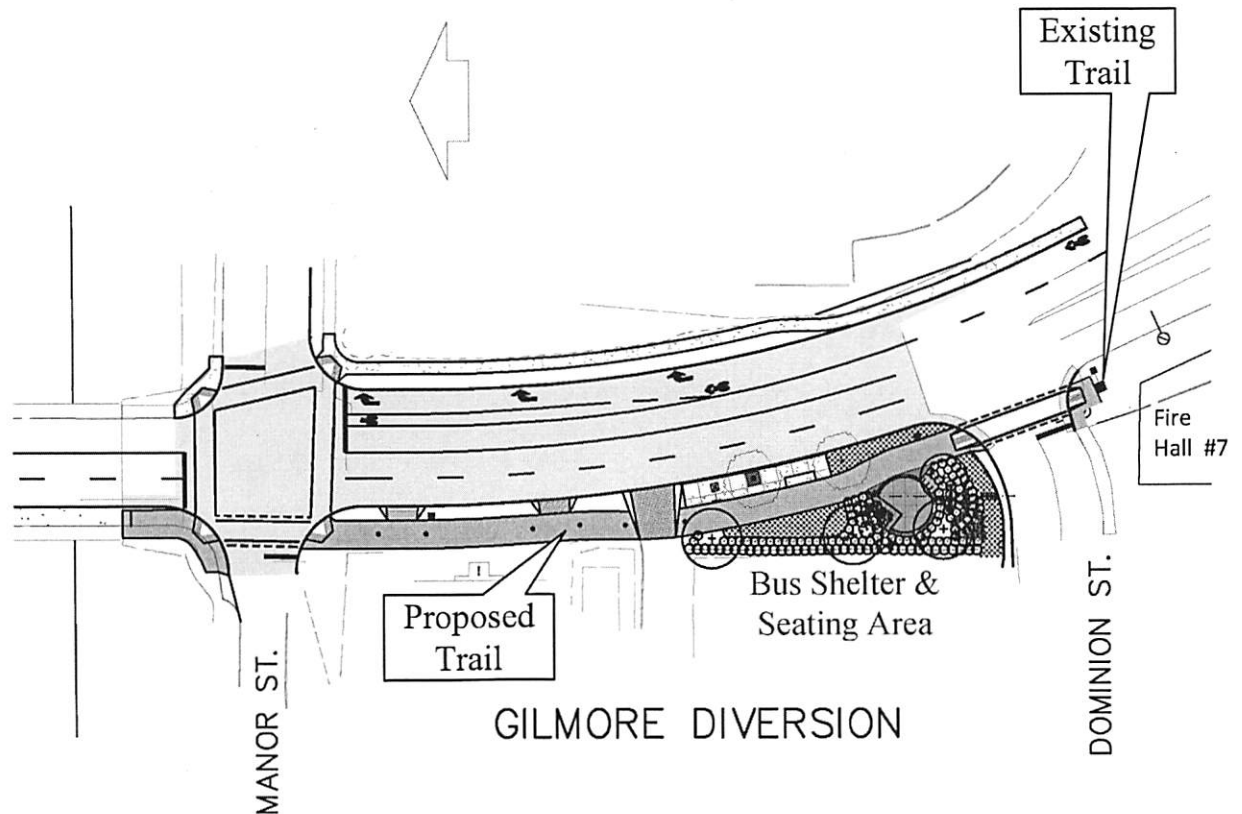


Figure #2: Proposed Urban Trail alignment on the west side of the Gilmore Diversion from Dominion Street to Manor Street.



Photograph #2: Typical bus shelter and pad with urban trail combining weather protection, visibility and accessibility provisions.

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Photograph #3: Typical feature seating area with arm chairs and interesting paving treatment assists pedestrians and provides respite.

Gilmore Overpass and North Abutment

A 3.5 m wide protected trail is proposed for the Gilmore Overpass, with a barrier between trail users and traffic, and higher guard rails on the outside of the overpass to meet current design standards.

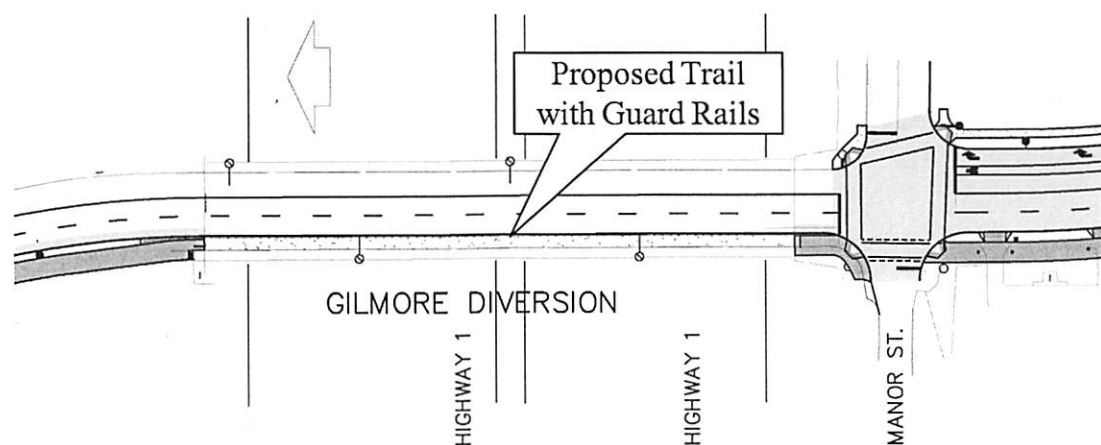


Figure #3: Proposed Urban Trail alignment on the Gilmore Overpass and North Abutment.

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Photograph #4: Typical 3.5 m wide protected urban trail with 1.4 m high guard rails on either side (note that metal rails are proposed for both sides for Gilmore with a barrier curb rather than a no-post barrier as shown in the photo).

North Abutment to Myrtle Street

On the north side of the overpass, the road slopes to the north with a steep side slope down to the adjacent Canadian Linen site. To fit an urban trail on the side slope without incurring the cost of substantial retaining structures, the urban trail is proposed to be cut into the side slope of the overpass ramp closer to the edge of the road with bicycle fencing at the top of the side slope, on the outside of the urban trail. This would connect the overpass to Myrtle Street, north of the existing bus stop. The shelter at the bus stop would be moved into the statutory right-of-way, available for this purpose, on the adjacent Canadian Linen site.

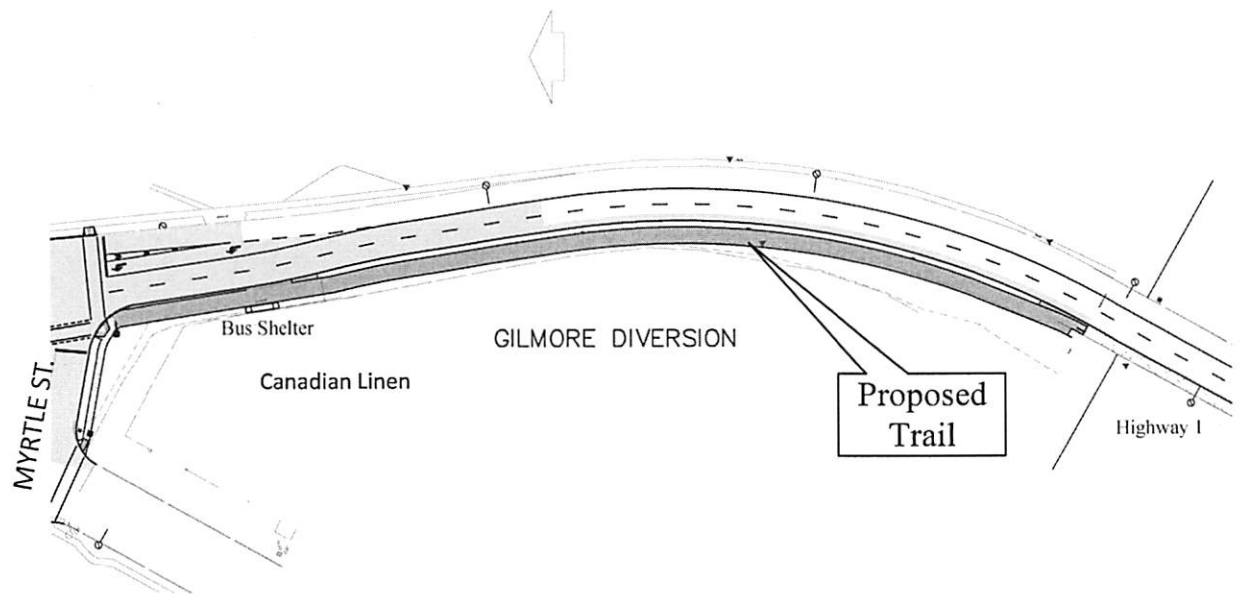


Figure #4: Proposed Urban Trail alignment on the west side of the Gilmore Diversion from the Gilmore Overpass to Myrtle Street.

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Photograph #5: Typical 1.4m high bicycle fence at the curb with a 1.2m high handlebar rub and hand rail.

Myrtle Street to Still Creek Avenue

The block from Myrtle Street to Still Creek Avenue is the most complex location along the proposed urban trail with:

- An un-signalized intersection at Myrtle Street and Gilmore Diversion;
- Bus stops catering to residents and businesses on either side of the Myrtle Street and Gilmore Diversion intersection;
- A southbound slip lane from Gilmore Diversion to Myrtle Street that cuts across the pedestrian network;
- A sanitary pump station and associated valves, equipment and parking in the delta island formed by the slip lane;
- Truck turning requirements into the Myrtle Street industrial area;
- A driveway crossing into the slip lane for Budget Rent-a-Car; and
- A narrow right-of-way for the trail between the back of curb and property line at the Still Creek Avenue intersection.

The proposed trail would address each of these constraints and improve the overall conditions of the area making it safer, easier to use for all modes and more attractive.

At the intersection of Myrtle Street and Gilmore Diversion, it is proposed that the slip lane be closed, the turning radius be improved for trucks, and a new signal be provided to allow for a safe controlled crossing for trail users, transit passengers, and employees and visitors accessing nearby businesses. This new signal would also provide motor vehicles with a dedicated signal phase to reduce conflicts and improve sight lines. Closure of the slip lane would eliminate conflicts with pedestrians and cyclists and provide parking for the pump station and safe driveway access for the Budget Rent-a-Car. On the north side of Myrtle Street the urban trail would continue past the pump station as a 3.5 m wide asphalt trail with a 1.8 m boulevard. The boulevard would narrow to a 0.5 m wide paved strip with a 1.4 m high bicycle guard rail fence at Still Creek Drive, due to right-of-way constraints. The urban trail would then cross the Still

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Creek Drive intersection and connect to the existing trail and east-west Central Valley Greenway. To accommodate road improvements on the west side of Gilmore Diversion, it is proposed that the east side bus stop be moved to the north side of the Myrtle Street intersection and the radius on the north bound right lane be improved at Still Creek Avenue with associated pedestrian improvements.

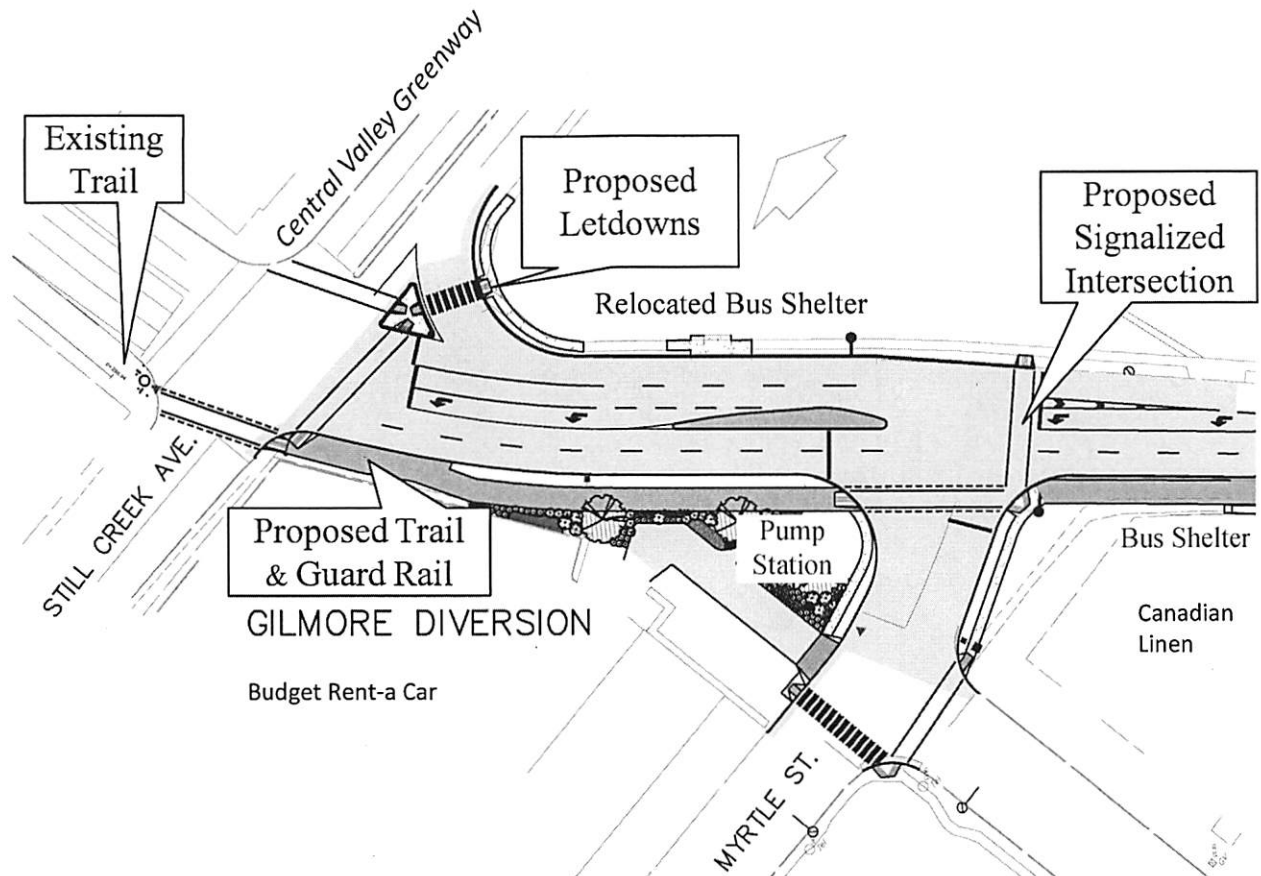


Figure #5: Proposed Urban Trail alignment on the west side of Gilmore Diversion from Myrtle Street to Still Creek Avenue.



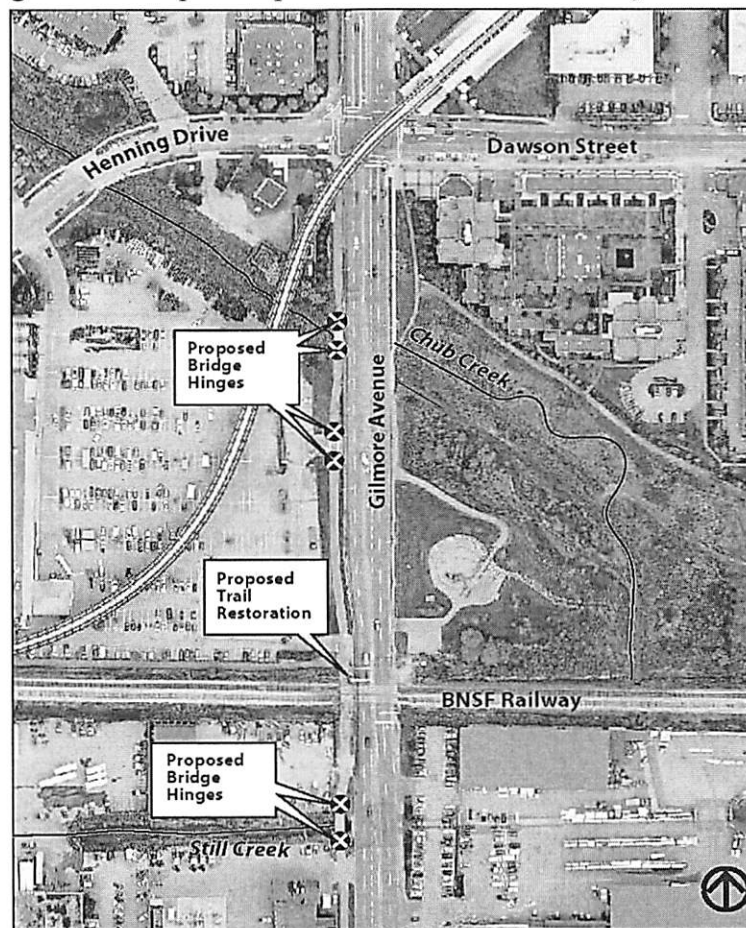
Photograph #6: Typical 4.0m wide cross bike at Still Creek Drive and Gilmore Diversion.

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3.2 Northern Component: Still Creek Avenue to Dawson Street

The existing 4.0 m wide asphalt trail continues north to Dawson Street crossing Still Creek, the BNSF Railway, two Home Depot driveways and Chub Creek. The railway, two creeks and the northern driveway crossings are supported on piling structures to prevent them from settling. The trail on either side of them is built over soft peat soils. As the soils settle, the trail drops a little further each year creating holes and steep changes in grade.

To address the issue of created by settlement it is proposed to install hinged ramps on either side of the two stream crossings and northern driveway crossing into Home Depot so that as the ground subsides, no holes or abrupt changes in elevation occur in the trail surface. This approach is used successfully in this area on the road and in other areas of the City. At the BNSF Rail crossing, where there is no structure to attach hinges, it is proposed that the trail surface be restored and that the City continue discussions with BNSF Railway for future improvements to the railway crossing with subsequent reports to Council as necessary.



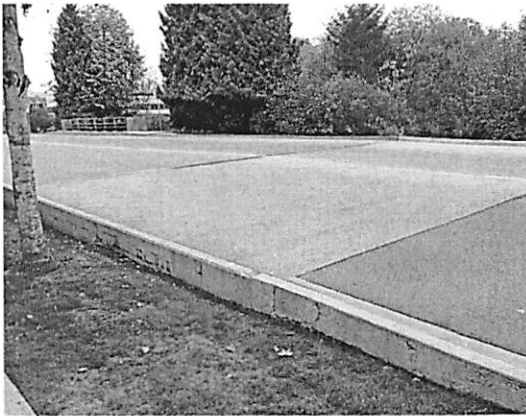
**Proposed Urban Trail improvements
from Still Creek Avenue to Henning Drive**

⊗ Improvement locations

City of Burnaby
PLANNING AND BUILDING
2015 DECEMBER

Figure #6: Proposed Urban Trail improvements from Still Creek Avenue to Dawson Street.

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Photograph #7: Hinged ramp installed on Still Creek Drive to address soil subsidence issues at bridge over Still Creek in Willingdon Business Park just east of Gilmore Avenue.

3.3 Wayfinding Signage

To assist trail users, it is proposed that directional wayfinding signage be installed regularly on the route. Directional wayfinding signage has the name of the route on the sign to confirm that the user is on the correct route and includes popular destinations or important landmarks to assist in determining the distance and length of the journey, utilizing standard green and white guide signs. There are many benefits to including wayfinding signage. People are more likely to walk or cycle if they are confident of the time and distance required for the journey. Major destinations provide identifiable reference points. Trail users will use the wayfinding system with confidence if the wayfinding signs are located at regular intervals along the entire route and bring users to the destinations noted on the signage.

Installing wayfinding signage along the Gilmore Urban Trail and extending it in either direction along the S2R bikeway from the Trans Canada Trail to the Fraser Foreshore Urban Trail would create a north-south wayfinding system. The design proposes that a wayfinding system be installed from the Fraser River to Burrard Inlet to complete the Sea to River and Gilmore Urban Trail signage.



Photograph #8: Typical wayfinding signage indicating the name of the route, permitted modes of travel, major destinations and distances.

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3.4 Traffic Patterns

The design accommodates a traffic pattern change on the overpass and north approach to facilitate the trail works, as indicated in *Sketch #4, attached*. The centre line and two south bound lanes on the overpass are proposed to be shifted to the east by 2.4 m to create room on the west side of the overpass for the 3.5 m wide urban trail with guard rails on either side. The two north bound lanes would continue from Canada Way to Manor, where the outside lane would become a right-turn lane and the centre lane would continue north as a single 4.3 m wide lane for 345 metres, until Myrtle Street where it would resume as two lanes. Traffic modelling indicates that the design is expected to provide an acceptable traffic level of service for the anticipated life span of the overpass.

In addition to moving the centre line and constructing the trail, a new right-turn lane and separated sidewalk is proposed on northbound Gilmore Diversion at Manor, a left-turn bay is proposed northbound at Myrtle Street, the existing east side bus stop south of Myrtle is proposed to be shifted to the north side of the reconstructed intersection to reduce delays, and the delta island on the southeast corner of Gilmore Diversion and Still Creek Drive is proposed to be reconfigured to improve truck movements and to provide more room for pedestrians and accessible ramps.

4.0 GILMORE URBAN TRAIL COMPLETION

Completion of the works for this section of the Gilmore Urban Trail will create a continuous, safe and comfortable pedestrian and cyclist route from Lougheed Highway to Sanderson Way. Pedestrians will benefit through the completion of a 4.5 km recreational loop, cyclists by finishing Burnaby's most popular north-south route and transit users with the addition of new bus stop amenities and safer crossings. Movements will be easier for trucks, and the new road design will be safer for automobile traffic.

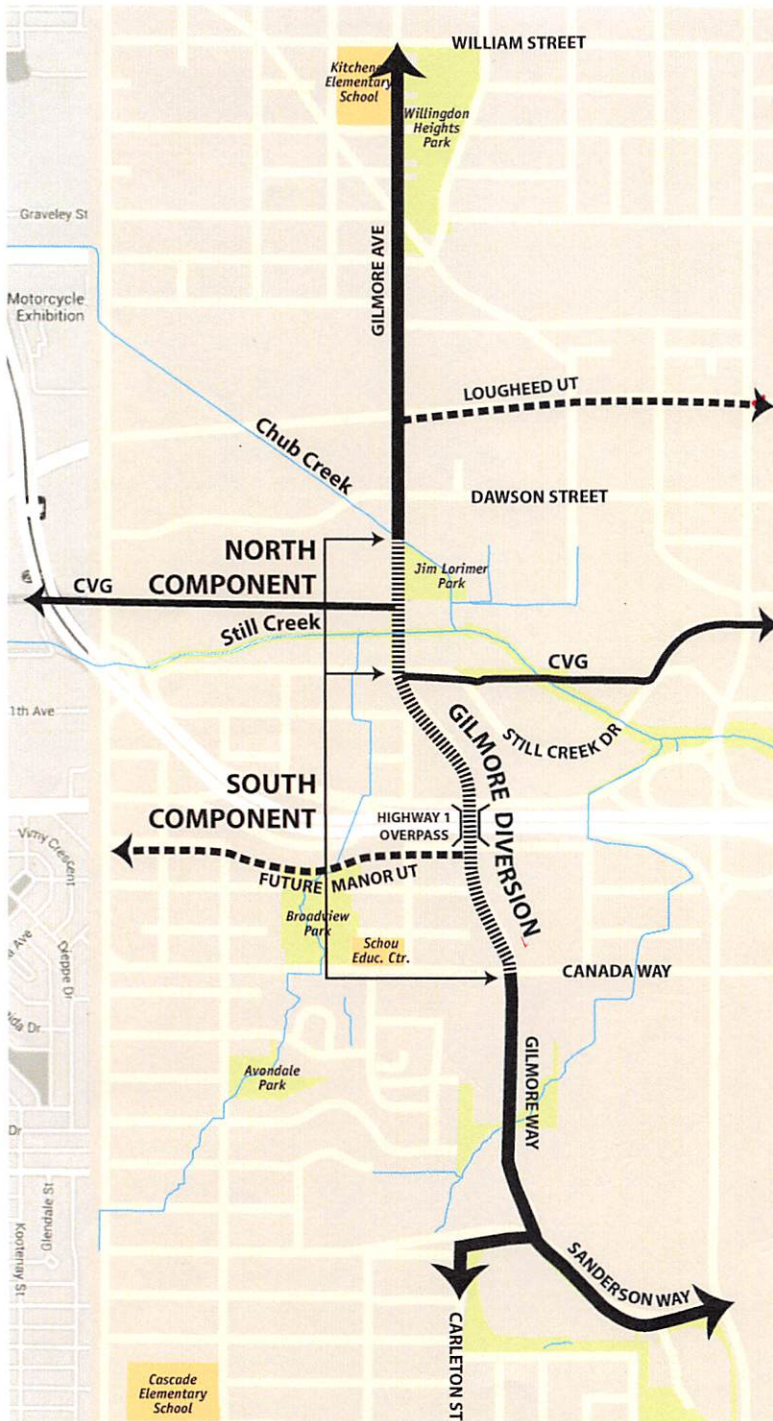
This report describes the design of a proposed 640 metre section of trail from Canada Way to Still Creek Avenue, improvements to the existing Urban Trail from Still Creek Avenue to Dawson/Henning Drive and a proposed wayfinding system. A report seeking Council authority for a land exchange of fronting property south of Manor Street (3020 Gilmore Diversion) to accommodate the proposed design and expenditure authorization for construction, is being forwarded to the Financial Management Committee for their recommendation. If Council approves proceeding with the project, tendering and construction would occur in spring and summer of 2016 and be completed by the end of the year. It is recommended that this report be received for information.


 Lou Pelletier, Director
 PLANNING AND BUILDING
 IW:sa
 Attachments

cc: City Manager

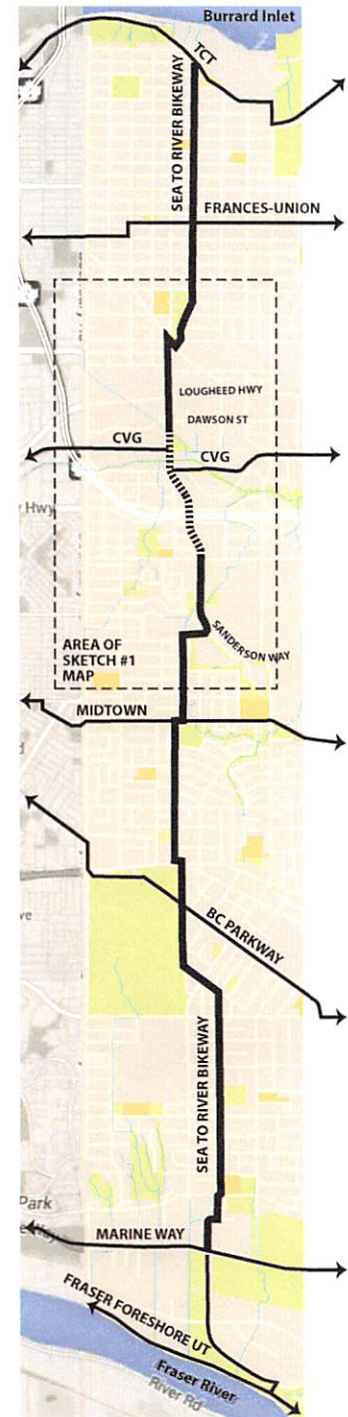
Director Engineering

Director Finance



Sketch #1
Gilmore Urban Trail Route

- Existing Urban Trail
- Proposed Urban Trail
- Subject section

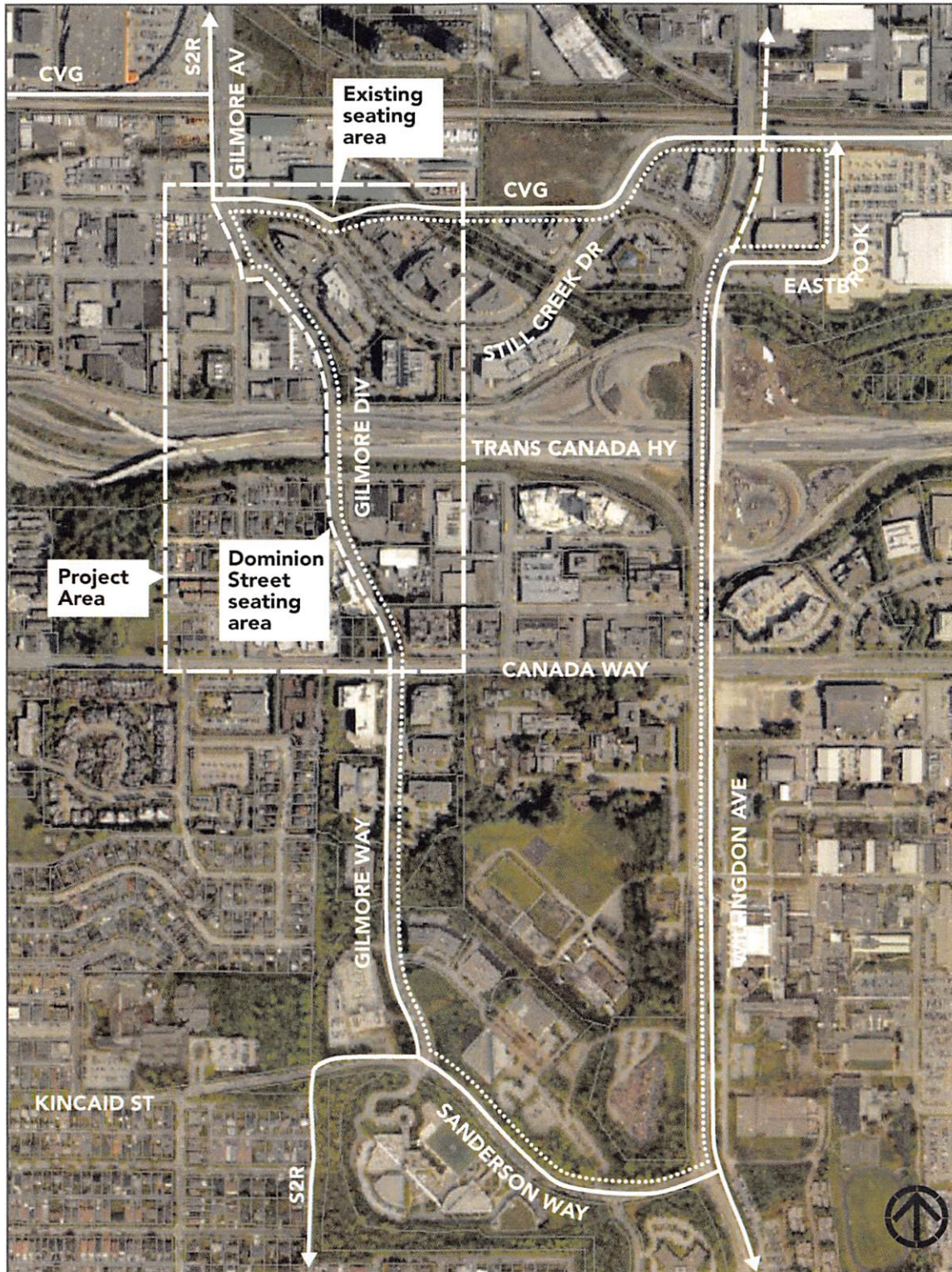


Sketch #2
Sea to River Bikeway Route



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2015 DECEMBER





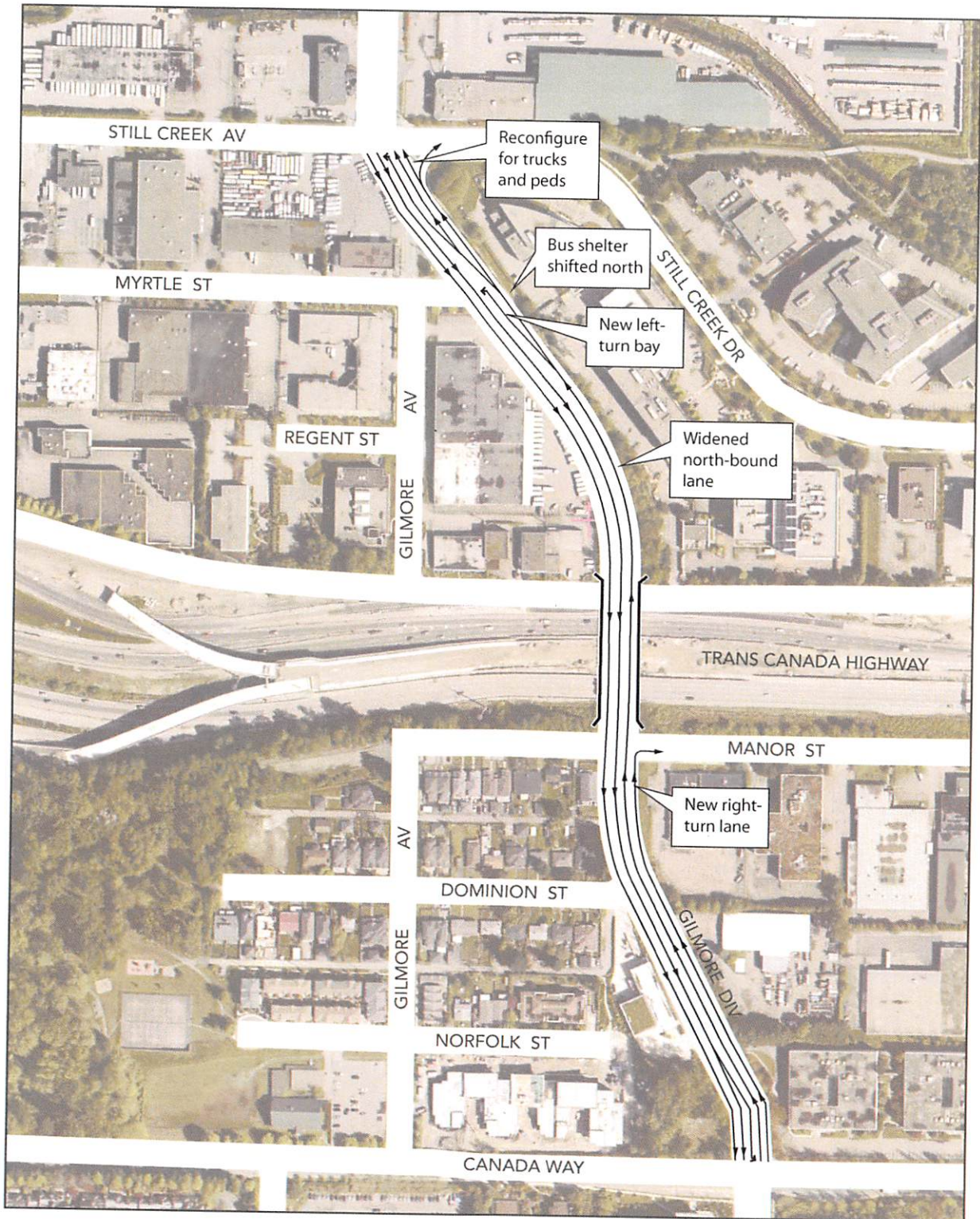
Willingdon Walking Loop

- Existing Urban Trail
- - - Proposed Urban Trail
- Walking loop



PLANNING AND BUILDING
2015 DECEMBER

Sketch #3



Sketch 4
Proposed traffic pattern from
Manor Street to Still Creek Ave

← Proposed traffic lanes



TO: CHAIR AND MEMBERS
TRANSPORTATION COMMITTEE

DATE: 2016 January 6

FROM: DIRECTOR PLANNING AND BUILDING

FILE: PL 90400 – 01
Reference: Cycling / Promotion

SUBJECT: CYCLING PROMOTION

PURPOSE: To request funding in support of programs to promote cycling in 2016.

RECOMMENDATION:

1. **THAT** Council be requested to authorize the expenditure of \$10,400 from the Boards, Committees and Commissions budget for programs to promote cycling in 2016, as outlined in this report.

REPORT

1.0 BACKGROUND

The City's Transportation Plan identifies the provision of transportation choices and promotion of alternative modes as a strategic transportation goal within Burnaby. To complement the expansion and improvement of cycling infrastructure, on an annual basis, Council has funded a number of programs and events to promote cycling as an alternative mode of transportation. The City has promoted cycling through its own efforts, and by supporting the work of others. In 2015, this included \$10,145 in funding and support for:

- The City's Bike Map, updated each year;
- Bike to Work Week;
- Bike to School Week;
- Streetwise Cycling Skills Courses; and
- Local Community Cycling Initiatives.

The City's Bike Map is prepared internally and provides essential and current information needed to navigate the City by bicycle. The other programs listed above are offered by the non-profit cycling group, HUB and local community groups. These programs and activities heighten awareness of the benefits of cycling, encourage people to cycle more often, and draw attention to the City's growing network of bike routes. Through support of external programs the City is able to contribute to community-based initiatives and also receives sponsorship recognition as

To: Transportation Committee
 From: Director Planning and Building
 Re: Cycling Promotion
 2016 January 6..... Page 2

part of event advertising. Both the internal and external promotion programs contribute to broader community and individual benefits, such as improved fitness, less pollution, and reduced greenhouse gas emissions as the proportion of trips made by cycling increases.

2.0 PROPOSED 2016 PROGRAM

For this year, it is proposed that the City's cycling promotion program have five components, as discussed below:

2.1 City Bike Map

The Burnaby Bike Map is provided free to the public, and is available at City facilities including community and recreational centres, libraries, the Burnaby Tourist Information Centre at Metropolis, and City Hall. Many map users prefer the printed version for route planning and as a guide when navigating cycling routes within the City. The map is also made available on the City's website, promoted through City social media channels, and as one page of the Spring issue of InfoBurnaby (subject to availability of space).

Staff will update the Bike Map to reflect the City's current bike infrastructure, including new routes and trails constructed in 2015. Based on previous usage patterns, staff propose to print 4,000 copies of the updated map at a cost of \$1,200.

2.2 Bike to Work Week

HUB is proposing to continue their successful Bike to Work Week program, which includes weeklong events held in the spring and fall. Bike to Work Week is a fun, focused and successful program that combines incentives, workplace camaraderie, healthy living and environmental responsibility. The events have many components designed specifically to reduce the barriers that keep some people from cycling. The target audiences are workplaces, communities and individual commuters throughout Metro Vancouver.

Last year's Bike to Work Week events were very successful. Across Metro Vancouver, there has been a continued pattern of growth over the years (see *Figure 1*). 2015 saw 17,270 registrants from over 1,964 workplaces, which included 2,826 new commuter cyclists. Within Burnaby, 1,121 registrants from 261 workplaces participated with 225 new commuter cyclists partaking. Burnaby participants (see *Figure 2*) avoided the emission of 17.9 tonnes of greenhouse gases during the week by biking rather than driving to work.

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Figure 1: Bike to Work Week Participants 2010-2015

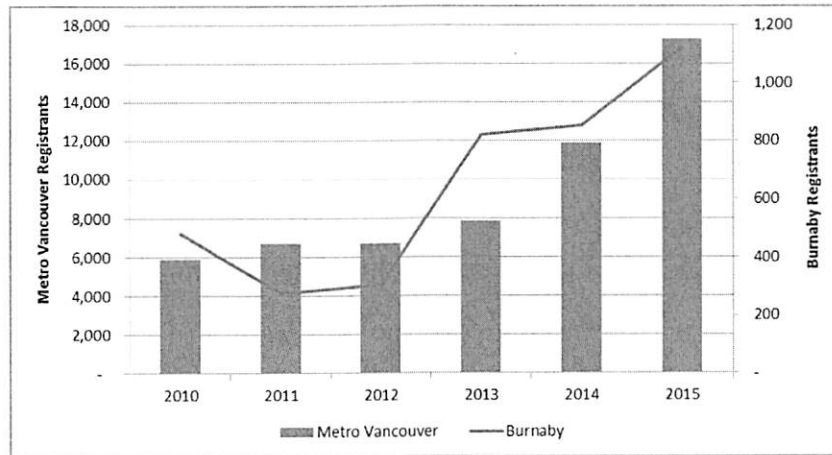
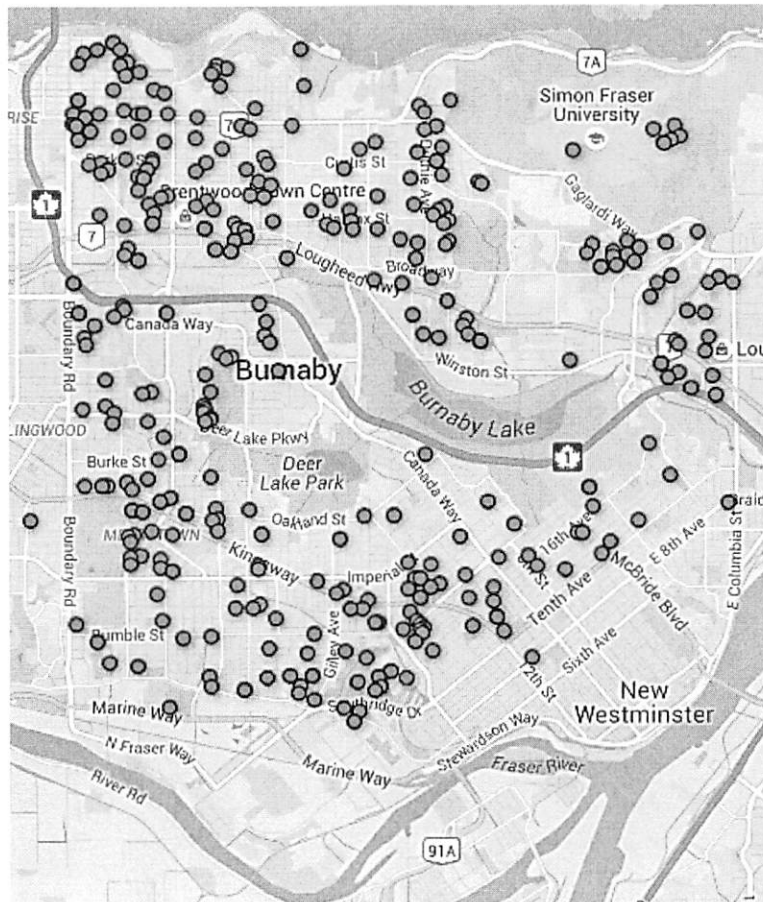


Figure 2: Residences of Burnaby Participants of Bike to Work Week



The continued growth in participation by Burnaby residents and workplaces is a good indicator of the success of the cycling promotion program as a tool to increase cycling engagement. Detailed reporting out, new to the Cycling Promotion program in 2015, provided data collection

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and reporting on Burnaby specific participation. This will be used by staff on an ongoing basis to monitor the cycling network and prioritize improvements to the cycling network.

Bike to Work Week events in 2016 will be held during the last week of May, to take advantage of the probability of good weather, and will be repeated on a smaller scale in November.

The components of the program are:

- **Registration:** individuals and employer-based teams register and submit their results on-line.
- **Commuter Stations:** tents and tables set up along cycling commuter routes providing information on routes, free food and beverages, prize draws and free bike mechanic services (see *Figure 3*).
- **Bike to Work Week Workshops:** workplace-specific workshops to promote Bike to Work Week in the workplace.
- **Prizes and Awards:** participants in Bike to Work Week are entered in daily and grand prize draws, and organizations that log the most trips are recognized with Workplace Awards.

Figure 3: Burnaby Commuter Station for Bike to Work Week



Last year, the City of Burnaby provided sponsorship of \$3,800 for Bike to Work Week, which partially supported two Commuter Stations and detailed data collection in Burnaby. HUB, through its partnership with other organizations, was able to leverage that funding to fully fund the two City sponsored commuter stations. In all, HUB hosted a total of 12 commuter stations (six each in the spring and fall) in Burnaby. The City was recognized for its financial contribution, with name and logo recognition in print advertising, on posters, the Bike to Work Week website and in e-communication. City staff were in attendance at the City-sponsored

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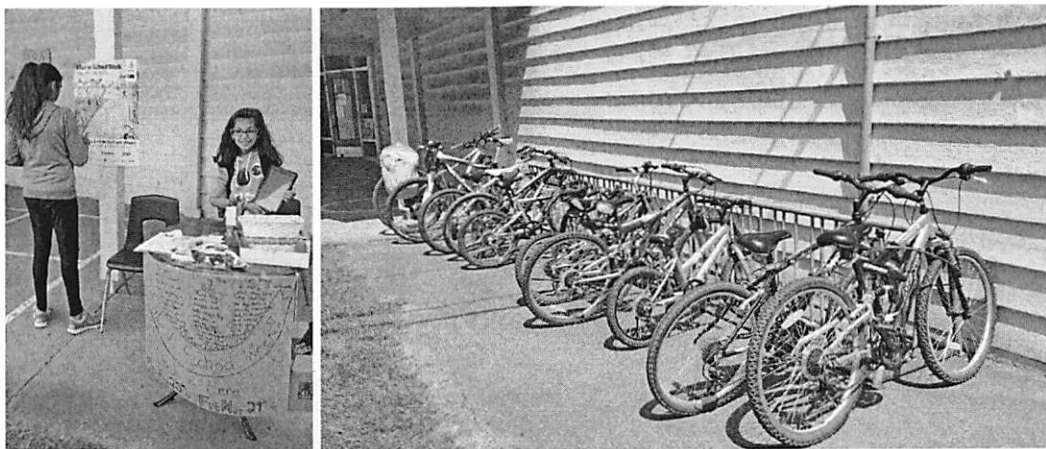
stations to promote cycling in Burnaby, along with HUB staff and volunteers. Staff also hosted a commuter station for City staff cycling to City Hall with free bike mechanic services.

This year, HUB is again proposing Commuter Stations and detailed data collection in Burnaby (in May and November), in return for a City contribution of \$4,200. Staff would recommend that the City provide sponsorship of \$4,200 to contribute to the cost of providing these services. Commuter Stations are an important cycling promotion tool, and detailed data collection and reporting on Burnaby participation including route choices, demographics, origin and destinations, etc., assists the City in better understanding Burnaby cycling patterns. This information has been useful in confirming priority cycling projects, and will be particularly helpful as input into the upcoming *Transportation Plan* update. As in the past, the City would also promote Bike to Work Week as part of our public awareness campaign for Environment Week, which is at the same time (May 28 to June 12, 2016). City led promotion may include social media and online promotion and advertising in City publications as appropriate.

2.3 Bike to School Program

HUB offers the “Bike to School Week” program that is run in conjunction with Bike to Work Week in May/June of each year. Bike to School Week is a free and fun week-long celebration of biking to school. Individual schools and classes register to participate, receive guidance and promotional materials from HUB, then have opportunities to win prizes and join in friendly competition with other schools across Metro Vancouver. The program includes “Bike Celebrations” at schools. HUB also undertakes surveys of student bike participation and reports on the results. In Burnaby, three schools participated in the 2015 Bike to School Week festivities and celebrations at Kitchener and Buckingham (elementary schools) and Ecole Alpha Secondary school (see *Figure 4*).

Figure 4: Bike to Work Week – Buckingham Elementary



HUB also provides a Bike to School program which involves both education and celebration for school-aged children. Bike to School is a program designed to get everyone in the school community biking. The program offers a wide range of courses, presentations and celebrations

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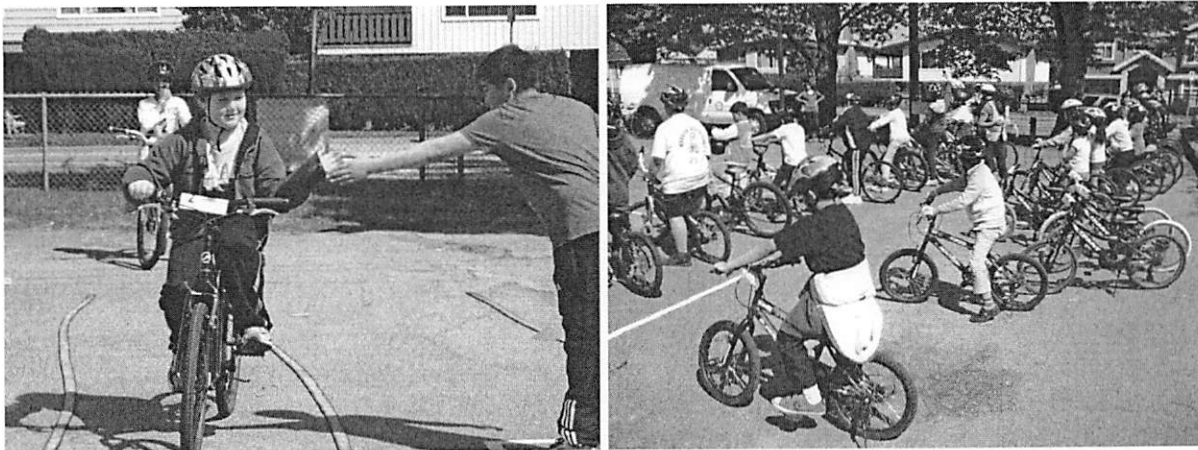
tailored to the needs of individual schools. In recent years HUB has provided the following programming taught by certified cycling trainers:

- *Learn to Ride* course: aimed at getting Grade 3-5 students excited about cycling, this course raises the bike handling skills of students while introducing road rules and safety.
- *Ride the Road* course: this provides more advanced skills and road rules instruction for Grades 6-9 students, along with bike care, safe cycling practices, and on-road practice, over five days of instruction.

Last year's Bike to School programming continued the pattern of success across the City and the Region. Across Metro Vancouver, courses were delivered to 234 classrooms in schools across 9 municipalities with 6,605 youth in Grades 3-5 participating in the *Learn to Ride* course and 1,728 Grade 6-9 students taking the *Ride the Road* course. In the past five years, over 29,500 students have taken a *Learn to Ride* or *Ride the Road* course, or have attended a related HUB celebration or event

Within Burnaby, the City has previously provided sponsorship for instructional programming at elementary and secondary schools. In 2015, the City of Burnaby provided sponsorship which supported delivery of one *Learn to Ride* course, and HUB, through its partnership with other organizations, was able to direct additional funding to deliver a second course. HUB hosted programming at Second Street Elementary and Windsor Elementary, with 195 students receiving the *Learn to Ride* course (see *Figure 5*).

Figure 5: *Learn to Ride* Course – Windsor Elementary



This year, HUB is focusing on providing *Learn to Ride* instruction to four classes of Grade 4 and 5 students at one Burnaby elementary school. The *Learn to Ride* cycling training will provide focused educational opportunities aimed at teaching safe riding practices to a broad group of children including in-class instruction and school ground instruction and practice, with HUB providing practice bicycles to students who require them. In order to offer this program, HUB requests a contribution of \$2,665 from the City of Burnaby. HUB will also be liaising with the School District to seek their support for the event.

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This program is an excellent opportunity to engage youth, and increase participation in this demographic through a fun and focused program. *Learn to Ride* ensures that 8-10 year-olds understand bikes and cycling, and feel it is something they can do with their families in their neighbourhoods. Building on the success of previous years, staff would recommend that the City offer \$2,400 in support of this program in 2016, reflecting a potential 10% discount that may be available to HUB through the TravelSmart program.

2.4 Streetwise Cycling Courses

HUB also has an on-going program to provide would-be cyclists, primarily adults, the skills to feel safe and comfortable riding in traffic. These have been operating since 2006 in Burnaby, and elsewhere around the region. The courses are free to participants, so that cost is not a barrier to participation.

The course combines classroom and on-road training, and is taught by certified cycling trainers. The course builds traffic cycling proficiency for those who want to cycle for transportation purposes.

Workshops have been held throughout Metro Vancouver for the past six years, with 384 courses delivered to the public. Results to date indicate that, among participants, there is a 250% increase in cycling levels post-instruction.

In 2015, HUB in partnership with the Burnaby-based Windsor Neighbourhood Learning Centre delivered targeted programming to 30 immigrant newcomers with Streetwise funding from 2014/2015. Working with local service providers, newcomers who would benefit from the course were identified and referred to the program. Two courses were organized for groups of newcomers (see *Figure 6*) held in July (Level 1) and September/October (Level 2):

- Level 1 Introduction to Cycling – for those with no riding experience; and
- Level 2 Urban Cycling Skills – for those who had prior cycling experience.

Cycling can be an important mode of transportation for newcomers, some of whom may find car ownership or transit fares a financial burden. Many newcomer participants previously used bikes as a primary mode of transport in their countries of origin, but find that the lack of familiarity with local rules of the road, cycling practices and routes a barrier. The targeted programming reduces the intrinsic barriers to cycling through the provision of instruction and skills.

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Figure 6: Streetwise Course for Immigrant Newcomers



I do not know how I can express what I have in my mind, but I try to convey my meaning. Although I am 36 years old before attending this camp, I personally was worried about riding a bike especially on the street because I knew that rules here are different from my country and with little BC experience it would be difficult for me not to be afraid. After this informative bike camp, I became more confident and I regained my "bike self-esteem".

Graduate of Immigrant Streetwise Course at Windsor Neighbourhood Learning Centre, Fall 2015.

For 2016, HUB is proposing that two courses be held in Burnaby, delivered in partnership with Burnaby-based immigrant service organizations, in return for continuing City support of \$2,850. This level of sponsorship increases the number of participants from 12 to 24 newcomers. Staff would recommend that the City offer \$2,600 for one course in 2016.

2.5 Community Cycling Initiatives

In 2015, staff supported the efforts of local community organizations advancing cycling initiatives in Burnaby. In May, City staff supported the second annual *Bike Day in Canada* by providing relevant route planning information and mapping. In June, staff supported Community Bike Fairs at Edmonds Community School and Forest Grove Elementary, through the provision of materials, and promotion of the events through City social media channels and the Community Events Calendar. Staff recommend continued support of these initiatives through provision of relevant information and data as required, and promoting community efforts.

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3.0 CONCLUSION

The Burnaby Bike Map, Bike to Work Week, Bike to School Week, Streetwise Cycling Courses and local community cycling initiatives such as *Bike Day in Canada* and Community Bike Fairs are a well-established means for encouraging greater travel by bicycle. They raise the profile of cycling in the community and that of organizations, such as the City, that support cycling. This report recommends the expenditure of \$10,400 to promote cycling in Burnaby in 2016, as follows:

- Burnaby Bike Map, \$1,200;
- Bike to Work Week, \$4,200;
- Bike to School Week, \$2,400; and
- Streetwise Cycling Courses, \$2,600.

It is recommended that Council be requested to authorize the expenditure of \$10,400 from the Boards, Committees and Commissions budget for this year's cycling promotion program, as outlined in this report.



Lou Pelletier, Director
 PLANNING AND BUILDING

LL:sla

Copied to: City Manager
 Director Engineering
 Director Parks, Recreation and Cultural Services
 City Clerk

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