



# City of Surrey

## Transportation Committee

### Minutes

Executive Boardroom  
City Hall  
14245 - 56 Avenue  
Surrey, B.C.  
**TUESDAY, SEPTEMBER 12, 2006**  
Time: 9:00 a.m.

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**Present:**

Chair - Councillor B. Bose  
Mayor Watts

**Absent:**

Councillor M. Hunt

**Also present:**

Bill Lambert, Senior Transportation  
Planner of UMA Engineering Ltd.  
Cindy Burton & Mark Kennedy of  
Clean Energy

**Staff Present:**

P. Ham, General Manager, Engineering  
V. Lalonde, Manager, Transportation &  
Utilities  
J. Boan, Transportation Manager  
C. Bonneville, Legislative Services

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**A. ADOPTION OF MINUTES**

**1. Transportation Committee – May 30, 2006**

It was Moved by Mayor Watts  
Seconded by Councillor Bose  
That the minutes of the Transportation  
Committee meeting held on May 30, 2006, be adopted.  
Carried

**B. DELEGATIONS**

**1. Port of Vancouver – Supply Chain Strategy**

File: 5650-20

Mr. Chris Badger, Customer Development and Operation was not in attendance to present the Port of Vancouver's Supply Chain Strategy. Ms. Candinason of the Port of Vancouver has advised that Mr. Badger is unavailable for the September meeting. The Port of Vancouver will be contacted to present at the TC meeting of October.

The General Manager, Engineering Department advised that the Federal Ministry has asked that the three ports look into amalgamation and a report regarding this potential amalgamation will be brought forward to Council in the future.

**2. Cindy Burton, Clean Energy**

Ms. Cindy Burton and Mr. Mark Kennedy were in attendance to present information regarding natural gas buses. Following are the comments provided by the delegation:

- Clean Energy ('CE') is the largest provider of vehicular natural gas in Canada and the US with over 160 stations. Complete fuel provider: design, build,

operate and maintain stations, offering a full turnkey solution with 24/7 service and support.

- CE's customers range from taxis, shuttles (airport), municipal fleets, refuse fleets, transit centers. CE fuels more than 3,000 transit buses in North America daily at a dozen transit stations. There are 75 CNG buses out of Port Coquitlam ('POCO') Transit Centre.
- TransLinks Emissions Policy, June 2006 is 'TransLink is committed to the reduction of impacts from vehicle emissions through its ability to influence the use of vehicles in the region'. Surpass the emission regulations and standards in the procurement of new fleet vehicles and vessels. The GVRD's Air Quality Management Plan vision is 'Clean and healthy air for current and future generations'. Diesel emission reduction program; CNG buses help TransLink reach their goals.
- The TransLink Bus Demonstration Project was started several years ago. Phase one Report included: Data based on two CNG 're-powered' buses. The 'test-cycle' used for emissions testing was flawed as it was not representative of in-use cycle. Phase two will be undertaken in Fall. Using new buses in the test will provide more meaningful results.
- The financial benefits of CNG: Oil supply and volatility in the Middle East fuels diesel price increases; CNG fuel prices stable and there is a reliable supply in Canada; fuel contract can be locked in allowing cost certainty; embracing CNG as a technology provides familiarity and knowledge with 'gaseous fuels', providing a bridge to the hydrogen future; and the addition of CNG transit buses to TranLink's fleet supports the 2010 Olympic vision for sustainable transportation.
- CE is hoping to have a resolution from Surrey to TransLink supporting more natural gas buses in the region and to replicate the POCO transportation centre in Surrey; and further to direct staff to enter into negotiations with the fuel provider to build natural gas station in the City, at no cost to the City.

In response to questions from the TC the delegation stated:

- There are 28 natural gas stations in BC, 19 of which are located in the Lower Mainland.
- Natural gas is lighter than air and dissipates and therefore there is no contamination of land. Liquid natural gas is the same product, however it is compressed to 3,000 PSI; usually transported in this state and then made into a gas state.
- The natural gas stations are located on private properties, and on commercial properties with public access.
- In California more than 54% of the fleet is running on this new technology and it is successful.
- We are trying to get TransLink staff to re-brief the directors, and advise of the different duty life cycles and the other conflicting issues within the TransLink Bus Demonstration Project Phase One Report.
- A nova bus is a diesel bus with a track.
- The natural gas engine is a special purpose piston engine.
- Europe has large natural gas programs; in South America the gas station provide the options of 'bio diesel' 'diesel' or 'natural gas'.

- Surrey transit encompasses approximately 200 buses. The larger buses are far more polluting than the smaller shuttle buses, however there is the opportunity to have the shuttle buses operate on natural gas as well.
- CE would build the gas station and incorporate that into the fuel cost, this would still be well below cost.
- There are some vehicles that will have higher maintenance costs; on average the maintenance costs are 10 to 15 percent higher.
- There are no labour issues, as we do not provide labour to fuel the buses, just the fuel.
- CE has not yet spoken with the operators of the transit centers to see if there is support.

The General Manager, Engineering Department advised:

- If the technology has improved the City of Surrey can re-look at using natural gas in the larger trucks within the City's municipal fleet of vehicles.
- There may be other issue at TransLink that have not been addressed through this presentation as to why diesel is favored.

It was decided that staff would review the presentation and identify any other issues and prepare a report to the next Transportation Committee.

## **C. BUSINESS ARISING FROM MINUTES**

### **1. Transportation Field Tour – Report**

The General Manager, Engineering Department provided a briefing of the last Transportation Field Tour stating:

- Present at the tour was Councillors Bose, Higginbotham, Steele, and Hunt.
- The tour covered Surrey north of City Hall, the tour looked at:
  - New construction on King George Highway; 64 Avenue; Fraser Highway and 176 Street in Cloverdale;
  - New landscaping standards of the medians;
  - Options for safety and congestion problems at 88 Avenue and King George Highway.
  - Alignment of the SFPR through Bridgeview and South Westminster.
  - Neighborhood traffic calming scheme in the northwest Whalley consisting of roundabouts, curb bulges and speed humps. The landscaping of some of these works is yet to be completed.
- Council commented on various specific items and these have been referred to traffic operations staff for review and action.
- Overall there was a positive response from Councillors on the current arterial road design standards, which include bike lanes, center medians with high quality landscaping and boulevard landscaping where space allows.

## **D. NEW BUSINESS**

**E. STAFF PRESENTATIONS****1. Community Rail Report**

Mr. Bill Lambert, Senior Transportation Planner of UMA Engineering Ltd was in attendance to provide information together with staff regarding the Community Rail. Following are the comments provided during the presentation:

- The proposed route for the Community Rail was reviewed, showing a seven station, 11.4 miles (18.4 km) section from Scott Road Station, Panjabi Market Station, Kennedy Station, Optional station at 82 Avenue/128 Street, Newton Station, Sullivan Station and Cloverdale Station. The proposed route would use the original route that is currently only used by freight. There would also be a key link to the Scott Road SkyTrain Station.
- The 100-foot right-of way is owned by BC Hydro and is wide enough to double track the line. The tracks and other improvement are owned by Southern Railway of BC, they have the rights to operate freight trains along single track.
- There are 21 rail/road crossing that City of Surrey has control with 1906 by-law.
- Fraser Valley Heritage Railway Society (FVHRS) and Surrey have taken steps towards restoring passenger service, including maintenance/storage facility, replica Sullivan Station, restore/obtain heritage cars; and fundraising and business planning.
- The Community Rail Model will have community groups, railway companies, municipalities and other stakeholders working together; increase community involvement; will be more efficient use of rail lines for freight and passenger use to link communities; and will develop opportunities for achieving significant environmental benefits.
- The difference in the rail service models is that the Heritage Rail model will be very similar, but more limited service geared to tourism rather than commuters; and similarly, community involvement is limited more to those interested in heritage and tourism rather than local residents and businesses. The traditional model would typically have funding from transit agency only and there would be limited or no community involvement.
- The tracks require upgrading for passenger service:
  - Track, ballast and tie replacement.
  - Facilities and signage at road/rail crossings.
  - Fencing-key portions of track.
  - Stations and access facilities.
  - Double tracking required to operate weekday peak service.
  - Satisfy provincial and federal rule/regulations for passenger service, for example:
    - Vehicles have to be approved for operating with freight trains; and
    - Need to develop safety management system.
- The benefits of the community rail are as follows:
  - Provides linkage for Surrey's communities;
  - Ultimate rail line to Langley, Abbotsford/airport and Chilliwack is a valuable asset;
  - Provide regional tourist activity and sustainable transportation education;

- Reduce congestion and improve road safety and air quality;
- Upgrade the safety corridor for the freights goods movement; and
- Create viable legacy for the 2010 Olympics.
- TransLink's current perspective:
  - Working with Surrey on SoFA Transit Plan;
  - Plans for BRT for Guildford to City Centre to South Surrey by 2013 – 120 million (1998 est) but is currently unfunded;
  - TransLink to date has not supported a Community Rail proposal. Issues identified include:
    - Does not serve the transit trip orientation;
    - Diverts riders away from King George Highway – 104 Avenue BRT;
    - Did not support the Vancouver streetcar plans;
    - Would require alternate bus routing to link to community rail stations;
    - Potentially diverts funding from bus/BRT service.
  - A TransLink study is at the draft stage, early key comments are:
    - Requires acquisition of some new right-of-ways;
    - Two parallel hydro transmission lines restrict ability to double track;
    - CPR section of rail line in Langley already busy and impactive. May be double tracked or CPR (page section) subdivision may be relocated;
    - 17 other issues identified as significant technical obstacles and other with significant cost implications.
- Linking the community rail to the BC Hydrogen Highway:
  - Important part of 2010 Olympics is the BC Hydrogen Highway Demonstration Project:
    - Corridor from Vancouver Airport, City of Vancouver and Whistler;
    - Branches to Victoria, North Vancouver, UBC and BC Hydro's Powertech Lab in Surrey.
  - Community Rail using fuel cell engines could be a candidate for the Project.
  - Timelines would be very tight to achieve.
  - Project manager would have to be appointed immediately.
- There is good future potential for the Interurban corridor for community rail.
- The Community Rail Corridor should be protected for long term future use.
- The Heritage Rail project is a worthy project that has tourism benefits and should be supported by the City.
- The Community Rail could be complimentary to other City transit priorities provided adequate funding is available for both.
- South of Fraser has had no rail investment, while North of the Fraser has had:
  - 1 billion for the Evergreen line;
  - 2 billion for the Canada line; and
  - \$110 million for the 65 km West Coast Express.
- A strong bus network with Bus Rapid Transit (BRT) on key corridors – most cost effective service at this time.
- City should continue to work with TransLink on SoFA Transit Plan and achieving BRT for the KGH/104 Avenue corridors first, followed by Fraser Highway.

Following are the responses to questions from the TC:

- There are only eight-rail/road crossing signalized and it is suggested that all crossings be signalized.
- The tracks require upgrading because: passenger trains typically run faster than freight trains, a smoother ride is required for the passenger; and Transportation Canada has different standards for different speeds.
- Double tracking is required for a large portion of the track to allow operation on weekday peak service hours.
- Collision data from ICBC as to the number of accidents near railway crossing is being requested and will be considered. The community rail is predicted to not interrupt traffic as it has been in operation since the early 80s. The signage for motorists will require improvement and consistency.
- The revenue of fares has not been considered at this stage of review.
- The community rail requires a certain frequency to be viable and that frequency will require double tracking.
- A business case should be submitted to the Hydrogen Highway Demonstration Project, and it should also be submitted to the Provincial and Federal levels of government. The business case could also be used for obtaining partnerships under this program.

### COMMITTEE RECOMMENDATION

It was Moved by Mayor Watts  
 Seconded by Councillor Bose  
 That the Transportation Committee  
 recommend that Council direct staff to acquire as soon as possible a Project  
 Manager and to dedicate this resource, to pursue the inclusion of the Community  
 Rail into the 2010 Hydrogen Highway Demonstration Project.

Carried

The agenda was varied to deal with item E.3 prior to E.2.

### 3. Entry and Overhead Street Signage

Staff provided a display of old signage and the new signage for overhead street signage. They highlighted that the numbers are now larger and more visible, and the word Avenue is now abbreviated to AVE; the signage is more reflective due to new products being introduced.

Staff provided a display of the 'Welcome to Surrey with the typical city speed limit' signage. The TC requested that the due to the beautification strategy that is underway and the amount of signage already in place that the staff report back with further information as to the location of installation of the signage, and reworking of the design of the signage, ie. Removing 'welcome to surrey'.

### 2. 152 Street: 17 Avenue to 20 Avenue

Staff provided a verbal report regarding the removal of on-street parking along 152 Street: 17 Avenue to 20 Avenue, to achieve two northbound through lanes. Following are some of the comments made:

- An area map was reviewed, showing the location of the Fire Hall, the location of Southmere Crescent East, 150 Street, and the subject area along 152 Street.
- Some of the 152 Street considerations are:
  - 152 Street is an important North/South arterial.
  - 152 Street is the only direct connection from South Surrey/White Rock to North Surrey and Highway 1.
  - There is increasing traffic and congestion and safety issue.
  - Typically there are four lane cross section with median.
  - Recent widening and median work to improve safety and capacity to the North.
- Parking is allowed on the east side of 152 Street and there is a bus exchange that uses the east curb.
- The Fire hall will not use 152 Street due to the delays; the Southmere Crescent residents are complaining of the speed of traffic along Southmere Crescent East; the Fire Hall does not have alternate route.
- 40 to 45 parking stalls will be removed and the revenue received from these parking stalls is very little.
- The Chamber has been advised and is supportive to the removal of the parking stalls as they felt that the traffic congestion affects the businesses.
- The benefits would include: collision reduction; improved capacity and reduced delays; emergency response for fire hall 13; enables traffic calming project implementation; facilitate future development and traffic growth.
- The public will be using free parking available across the street and behind the businesses/local merchants.
- Cannot eliminate angled parking and bus exchange between 16 Avenue and 17 Avenue.
- Cost sharing would be 50% to 75% ICBC contribution.
- A consultant has already been retained for the retiming of the signals in the South Surrey area.
- Removing the northbound street parking will achieve two northbound lanes and collision reduction; reduce delay and congestion and resolve the fire department concerns.

The TC members suggested that this issue be considered as part of the next Transportation Tour and that a report be forwarded to Council after the Transportation Tour.

## **F. CORRESPONDENCE**

## **E. INFORMATION ITEMS**

### **1. 2006 Transportation Committee Work Plan**

This item was not dealt with due to time constrains.

## **G. OTHER BUSINESS**

**H. NEXT MEETING**

The next Transportation Committee meeting will be held at the call of the Chair.

**I. ADJOURNMENT**

It was

Moved by Mayor Watts

Seconded by Councillor Bose

That the Transportation Committee meeting

do now adjourn.

Carried

The Transportation Committee adjourned at 11:06 a.m.

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Councillor Bose, Chairperson  
Transportation Advisory Committee