



# City of Surrey

## Transportation Committee

### Minutes

Executive Boardroom  
City Hall  
14245 - 56 Avenue  
Surrey, B.C.  
WEDNESDAY, JANUARY 31, 2007  
Time: 10:00 a.m.

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**Present:**

Chair - Councillor B. Bose  
Mayor Watts  
Councillor M. Hunt

**Absent:**

**Staff Present:**

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

**Also Present:**

Peter Holt, Fraser Valley Heritage Rail  
Allen Aubert, Fraser Valley Heritage Rail

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The meeting was called to order at 10:07 a.m.

**A. ADOPTION OF MINUTES**

**1. Transportation Committee – September 12, 2006**

It was Moved by Councillor Hunt  
Seconded by Mayor Watts  
That the minutes of the Transportation  
Committee meeting held on September 12, 2006, be adopted.  
Carried

**B. DELEGATIONS**

**1. Coast Mountain Bus Company**  
File: 8500-01

Jim Hoolihan, Gavin Davies and Don MacLeod, representatives of the Canadian Auto Workers Union, were present to provide a presentation on bus transportation in Surrey.

Mayor Watts noted that it was important to have this presentation to the Transportation Committee to bring forward some of the issues and concerns that should be addressed.

The delegation provided background information pertaining to the TransLink Budget for 2006-2008 and traffic flow concerns in Surrey and the following additional comments were made:

- TransLink is facing funding issues.
- Surrey will receive 22 buses according to the 2007 plan, but not until Summer.

- TransLink has no spare buses and there are 15 cancellations out of Surrey every day. While Vancouver has more cancellations, they are due to more frequent headways which have less of an impact.
- The cancellations are creating a huge impact and many complaints at the City.
- Discussion ensued regarding overcrowded buses and aging fleet of vehicles.
- There is potential to refurbish older buses and put back into use or to acquire and refurbish used buses from other agencies.
- The cost of a new bus is US\$300,000.
- TransLink has a three year plan to address the overcrowded routes in Surrey.
- It is a problem when bulk purchases of buses are made at the same time; this means that transmissions and engines are also failing at the same time.
- There should be a bus replacement system developed.
- TransLink has projected additional funding in reserve to \$180 million.
- An advance was taken from the number of buses budgeted for 2008 in 2006, leaving only half the budget for 2008 to purchase 30 new buses.
- Buses in the budget include community buses as well as conventional buses.
- Complaints received in 2005 were less than half of those received in 2006.
- There is a 10% rider increase with a 2% increase in service in Surrey.
- Insufficient time is allocated for routes resulting in many buses being late and angry customers.
- There are concerns regarding increasing assaults on drivers.
- The organization is understaffed by 90 operators and the projection for the year is 400 operators region wide understaffed.
- Many operators are retiring and, as well, there is a shortage of 20 heavy duty licensed mechanics.

Mayor Watts suggested that the GM, Engineering review the information received from the delegation for preparation of a report to be provided to the Transportation Committee.

Mayor Watts further noted that it is a real advantage to hear from the delegation and to be made aware of the bus transportation issues in Surrey.

The chair thanked the delegation for their presentation.

The delegation left the meeting at 11:00 a.m.

## **2. Port of Vancouver – Supply Chain Strategy**

File: 5650-20

Mr. Chris Badger, Customer Development and Operation to appear before the TC to present the Port of Vancouver's Supply Chain Strategy.

Due to time constraints, the TC requested to defer this item to the next meeting.

**C. BUSINESS ARISING FROM MINUTES****D. NEW BUSINESS****E. STAFF PRESENTATIONS**

The Agenda items were varied.

**2. Corporate Report R279 – Update on Community or Heritage Rail Project (Project Manager Services)**

At the Regular Council – Public Hearing Meeting held on December 18, 2006, Council passed a resolution that Corporate Report No. R279 be referred to the Transportation Committee for review.

Peter Holt and Allen Aubert, Fraser Valley Heritage Rail, were present for the presentation of this item.

GM, Engineering and others provided the following comments:

- A report on options for community and heritage rail was brought to Council in December 2006, the motion was initially made to adopt Option B (i.e. to pursue the Heritage Rail) but the issue was referred by Council to the Transportation Committee.
- Engineering undertook a study to identify costs for community rail Cloverdale to Scott Road and TransLink did a study of commuter rail service from Langley City to Scott Road; which indicated this was an expensive proposition.
- The biggest complication was the line from Cloverdale to Langley.
- It would be less expensive to go from Cloverdale to Scott Road as this section of track does not cross provincial boundaries and there would be a better chance of success for use of a single track with sidings.
- A Karlsruhe (Germany) type model was assumed in the City's Report while TransLink's Report indicates heavy costs using 20<sup>th</sup> century information.
- Engineering met with BC Safety Authority to review proposals.
- The TransLink report includes using CN railway into Langley which enters Federal jurisdiction.
- If you stop at Cloverdale there would be an entirely different financial picture. The amount of freight movement on that track is much less.
- It was noted that the project would cost an estimated \$110 to 150 million.
- UMA's report did not include all the costs.
- Other rail transit options could cost as much as \$100 million per km.
- With the option of bus rapid transit, you are dealing with significant road improvements.

- What you have here is a corridor that is not on the road.
- Some concerns of shortage of transit by bus could be alleviated somewhat if transport to Scott Road on light rail was available.
- TransLink plans, whether rapid bus or rail, are a long way down the road.
- If we can get started on a heritage rail and that can attract dollars because it is heritage and get something going on the tracks, it is something that can grow so that we can start the passenger run.
- While it may be possible to find capital funding, the \$5 to \$6 million of operating represents the entire roads capital budget; we need to convince TransLink to make this part of their whole system.

## COMMITTEE RECOMMENDATION

It was Moved by Councillor Hunt  
 Secoded by Mayor Watts  
 That the Transportation Committee  
 recommends that Council pursue the Fraser Valley Heritage Railway Project  
 (Option B) at this time.

Carried

### 1. **Median Issues and Median on King George Highway: 152 Street to 24 Avenue**

GM, Engineering provided a Draft Corporate Report and a aerial photo showing the Peninsula Village and the work that has been done so far regarding the above issue for review by the Transportation Committee. Comments were provided as follows:

- Access concerns have calmed down somewhat and some compliments have been extended regarding the changes that have been made already.
- The work is completed on the 24 Avenue phase with the exception of the poles to be removed by Telus.
- The next phase is the widening and the left turn protection on King George Highway.
- Upgrading works try to balance access needs and safety improvement.
- The u-turn facility, which is a pilot in Surrey, provides an extra wide section of the road for more space for a turn and would be appropriate for this area.
- We pursue having three or more properties that come to an agreement that allow for left in access.
- If a left turn access is provided for all individual properties, there will be no median or landscaping left.
- Design proposal was taken to the public on January 13, 2007, showing that the u-turn facilities.
- Linking the businesses is a challenge because of the number of driveways; u-turn facility helps address this.
- J. Boan noted that an effort is being made to establish a real lane access behind the properties where it is partially established already.

- Where an agreement has not been reached for shared access u-turn will provide a viable access and flexibility for all.

GM, Engineering noted that the project needs to go out to tender. He further noted that it is not the time of the year to do a transportation tour, therefore this should go to tender before the tour. A presentation will be made to Council-in-Committee with sufficient time allowed to present and to provide Council to discuss.

Discussion ensued regarding presentation to Council-in-Committee and it was noted that the meeting date for February 12, 2007 would be too soon.

## COMMITTEE RECOMMENDATION

It was Moved by Councillor Hunt  
 Seconded by Mayor Watts  
 That the Transportation Committee recommends that Council receive the Draft Corporate Report and presentation from the GM, Engineering on Median Issues and Median on King George Highway: 152 Street to 24 Avenue, in Council-in-Committee.  
Carried

Councillor Hunt suggested that additional space should be provided for buses when widening roads in order to pull the buses off the arterial roads where there are bus stops.

### 3. Transportation Plan Update

Overview of the need for a new Transportation Plan and the framework planned.

As the current Plan has been in place since 1999, it was agreed to defer this item to allow sufficient time to prepare an overview to present to the Transportation Committee of the work that is going to be done.

P. Bellefontaine, Transportation Engineer, joined the meeting at 11:15 a.m.

### 4. Kettle Crescent Walkway

J. Boan provided information regarding the Kettle Crescent walkway. Further information was provided as follows:

- The location of this walkway is in the Sullivan Station neighbourhood.
- A right-of-way was protected during development of the area to facilitate development of a walkway in the future if requested by the community.
- The city recently received a petition to construct the walkway as a link from the neighbourhood to the bus stop on 152 Street and commercial areas.
- Subsequently a counter petition was received opposing the walkway.
- Looking at the scale of neighbourhood, it would be an important and

logical link.

- Public consultation was undertaken including a survey of the neighbourhood: 75 people (84%) supported the walkway.
- Initially the townhouse owners supported the walkway. However, subsequently the Strata Council opposed the walkway due to perceived impact to one townhome. There are options to address this concern which the City will discuss with the Strata.
- Based on the overwhelming majority of residents in favour of the project, staff will be proceeding with the walkway between Kettle Crescent W. and the lane and may continue a sidewalk parallel to the lane.

It was

Moved by Councillor Hunt  
 Seconded by Mayor Watts  
 That the Transportation Committee receive

the information.

Carried

**F. CORRESPONDENCE**

**G. INFORMATION ITEMS**

**1. 2006 Transportation Committee Work Plan**

TC to review the 2006 Work Plan and revise to reflect 2007 goals.

**H. OTHER BUSINESS**

**1. Transportation Tour**

The transportation tour that was rescheduled for November 28, 2006 was cancelled due to severe weather conditions. A further rescheduled date has not been determined. The comment was made that the transportation tour should be scheduled for the early March, 2007.

**2. Bus Exchanges**

Item for the next TC meeting is the relocation of all bus exchanges.

**I. NEXT MEETING**

The next Transportation Committee meeting will be held end of February or early March 2007 (date to be provided).

**J. ADJOURNMENT**

It was

Moved by Mayor Watts

Seconded by Councillor Hunt

That the Transportation Committee meeting

do now adjourn.

Carried

The Transportation Committee adjourned at 11:52 a.m.

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Chairperson