



# City of Surrey

## Transportation Committee

### Minutes

Executive Boardroom  
City Hall  
14245 - 56 Avenue  
Surrey, B.C.  
**TUESDAY, JULY 10, 2007**  
Time: 11:25 a.m.

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**Present:**

Chair - Councillor Bose  
Councillor M. Hunt  
Mayor Watts

**Absent:**

**Staff Present:**

P. Ham, General Manager, Engineering  
J. Boan, Transportation Manager  
V. Lalonde, Transportation Department  
C. Baron, Drainage Manager, Engineering  
L. Anderson, Legislative Services

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The meeting was called to order at 11:25 a.m.

**A. ADOPTION OF MINUTES**

It was

Moved by Councillor Hunt

Seconded by Mayor Watts

That the minutes of the Transportation

Committee meeting held on April 11, 2007, be adopted.

Carried

**B. DELEGATIONS**

**C. BUSINESS ARISING FROM MINUTES**

**1. 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.

This item was deferred to the next meeting of the Transportation Committee in September.

**D. NEW BUSINESS**

**E. STAFF PRESENTATIONS****1. Pattullo Bridge Update**

P. Ham, General Manager, Engineering to provided a Pattullo Bridge update and the following points were made:

- The Pattullo Bridge was built with narrow lanes; there is not enough room to have all traffic allowed and a centre median guardrail, either have to reduce to three lanes or ban trucks.
- Reducing to three lanes will severely back traffic up.
- Banning trucks would make South Westminster businesses less viable.
- Larger trucks are concerned with hitting the structure/arches with their mirrors.
- A study is currently being done.
- No fatalities at night during night time lane closures have occurred.
- It is preferred that trucks be banned rather than reducing the number of lanes on the bridge.
- Port Mann is not an alternative as Port Mann twinning will not be completed until 2013.
- There will be a consultation with the trucking industry.
- Must balance public safety over use by trucks.

It was

Moved by Mayor Watts

Seconded by Councillor Hunt

That the information provided on the

Pattullo Bridge update be received.

Carried

**2. Gateway Program – Environmental Review/Project Issues and Status Update**

J. Boan, Transportation Manager to provided a presentation on the above. An overview of the presentation is as follows:

- Lower Mainland is a global transportation hub
- Total Port operation: \$53 billion in goods, 70,000 jobs
- Additional berths underway and more anticipated for Roberts Bank
- Container traffic projected to increase 300% over 20 years
- Without SFPR, significant additional trucks on Surrey's road network, 104 Ave, KGH, 88 Ave, etc. which would disrupt City Centre and City neighbourhoods.
- Staff meet regularly with EAO and repeatedly stress issues affecting Surrey.
- Municipalities have limited influence on project through this process because EAO only deals with statutory requirements.
- EAO can only impose agency demands if that agency has regulatory approval.
- Noise and air quality issues - Health Canada and GVRD are the regulatory agencies, not municipalities.

- Council's conditions of support were:
  - improved Provincial funding for transit improvements, specifically the KGH and 104 Ave Bus Rapid Transit;
  - region wide tolling for regional equitability, revenue targeted to regional transportation improvements;
  - if tolling only Port Mann Bridge, cost sharing to be provided for Pattullo Bridge replacement; and
  - if tolling is implemented, should be based on both revenue and TDM, notice of these conditions have not received any commitment as yet from Gateway.
- Gateway is seeking cost sharing for components of the work they consider a city responsibility. Program items that are legitimately a city cost could potentially be offset against monies paid for city land.
- SFPR Status:
  - EA certification expected July/August
  - Preload start August
  - Preliminary Design Public Meetings - Fall 2007
  - RFP for DB - early 2008
  - Completion 2013
- Various noise issues have been raised; discussion is ongoing. It is expected that there will be post construction monitoring for a minimum of one year.

Discussion ensued regarding the need for a longer period of monitoring of the various noise concerns, post construction. It was suggested that the period of time be extended to three years as the volumes will steadily increase during the first and second year as new traffic patterns are established.

The Chair noted the problem of not having advance modeling information shared; without any modeling and traffic volume figures, it is impossible to take on the responsibility of making sound judgments.

The presentation continued with the following points being made:

- It has been suggested that air quality will improve due to technological advances, however the increase is very slight at 1% or less, which doesn't provide a substantial improvement.
- The latest Gateway data does not compare the Surrey section without the SFPR; Surrey section is worst in many categories, particularly respiratory.
- The air quality issues are localized with impacts not adequately acknowledged.
- Fisheries habitat rating system for management of waterways is inconsistent with the City's rating system as Gateway are following the provincial/federal regulations which differ from the municipalities.

It was noted that storm water impacts and coordination should be defined at the planning stage. A very coarse draft Plan has been provided, that is to be defined at the preliminary design stage. There needs to be ongoing consultation throughout the process and for the City to assume management responsibilities for the Greenway.

- Mitigation has been proposed on City lands e.g. industrial lands at Port Mann, Invergarry Park/Bon Accord Creek.
- The proposed relocation of ditch to the north edge of Bolivar Park will move ditch away from industrial sites; the impact to the Park is under review.
- High water tables in Bridgeview & off Daly Road will be addressed during design.
- Shifted alignment at King Road/116 St - groundwater seepage /slides – requires further analysis.

The Chair suggested that a map of the areas noted be included with the presentation to Council of this information.

- As the City usually treats water before it enters streams, there has been a commitment that this will continue, however these details have not been provided as yet.
- Wildlife & Vegetation concerns:
  - Low rating for Pacific Shrew (MoE reviewing methodology)
  - Loss of 15.6 ha of upland forest, primarily in Fraser Heights (may protect surplus road allowance (13.9 ha))
  - Loss of 8.5 ha riparian forest loss (proposing to protect surplus road allowance (6.9 ha) plus 17.5 ha of fisheries compensation (riparian habitat valuable for wildlife))
- There is a commitment to maintain access to parks, greenways and industrial areas for pedestrians and cyclists.
- Part of the design is to minimize the impacts on environment, maintaining natural landscape buffers, tree retention policy and landscaping plan.
- There is a commitment to use streetlights only at intersections / interchanges; headlight impacts should be assessed.
- There is a high potential of flooding east of Bolivar Creek (133 St) to 176 St / 104 Ave which the City is seeking a full evaluation of costs to avoid flooding for the whole corridor. The City is looking to see what the costs would be to raise the entire section of the road to avoid closure during flooding.
- It doesn't appear that any road closure costs have been calculated if the road does close and traffic is diverted through Surrey.

Various locations were reviewed regarding transportation issues (congestion, etc.) and potential interchanges, road closures and cycling routes.

It was

Moved by Mayor Watts

Seconded by Councillor Hunt

That the Gateway Program Environmental

Review/Project Issues & Update be presented to Council.

Carried

### 3. Heritage/Community Rail Update

V. Lalonde, Manager, Utilities & Transportation, provided a presentation on the Heritage Rail Demonstration Project. An overview of the presentation is as follows:

- Interurban Electric Rail Line was built in 1910.
- Operated from Carrall Street in Vancouver to Chilliwack carrying passengers and freight.
- ROW intact from New Westminster Quay to Chilliwack.
- BC Hydro own ROW.
- Southern Rail of BC own track and have the freight licence.
- Passenger licence is open.
- The Fraser Valley Heritage Rail Society (FVHRS) was formed in 2001 to restore and to operate heritage interurban cars on the original BC Electric Railway Route through Surrey and the Fraser Valley to link heritage tourism destinations.
- The FVHRS has currently achieved the following:
  - Constructed car barn, workshop and circular track
  - Purchased one interurban car BCER 1225
  - Built replica of Sullivan Station for eventual relocation to track
  - Progressed restoration work on BCER 1225 (completion 2009)
  - Entered into final negotiations for acquisition of BCER 1304
- The FVHRS need assistance from the City to:
  - Refurbish the trucks for BCER 1225
  - Gain access to locomotive/power car to enable operations
  - Establish an operating entity to manage and operate the tourism service. (MOU between FVHRS and joint operator of the heritage cars)
- The Fraser Valley Heritage Rail Society and the Heritage Rail Demonstration Project are separate but interdependent.
- Clear roles and responsibilities will need to be defined with regard to operations, liabilities and licensing.
- Goals & Objectives of the Heritage Rail Demonstration Project:
  - Be the first in North America to operate a hydrogen powered passenger service.
  - Demonstrate the service prior to the 2010 Winter Olympics and be part of BC's "hydrogen highway".
- The next critical steps are:
  - Acquire a replica baggage/power car, as none exist
  - Select the power unit and configuration (power source/fuel to supply 600V DC at motors)
  - Agreements with FVHRS, BC Hydro, Southern Rail
  - Length of track that needs upgrading operation
  - Determine City funding levels and external funding partners

A review and discussion ensued regarding costs, time constraints, selection of the power unit and configuration as well as the length of track to be designated. It was noted that the baggage car would need to be ordered by the end of the year however funding is a major issue.

Further points were made regarding the option and cost comparison of a hydrogen/methane fuel powering generator (proven technology) versus the original concept of a hydrogen fuel cell (which cannot be relied upon for 2010).

As it was stated that nothing indicates this project is unachievable, it was suggested that this matter be pursued as a component in the 2008 budget and was therefore deferred to the shirt sleeve session on the budget in September in order for funding for this project to be measured against other projects.

**F. CORRESPONDENCE**

**1. Antoinette S. Warren**

E-correspondence, dated May 23, 2007, regarding bus service from White Rock/South Surrey's Park n' Ride.

It was  
Moved by Councillor Hunt  
Seconded by Councillor Bose  
That the e-correspondence, dated May 23, 2007, from Antoinette S. Warren, regarding bus service from White Rock/South Surrey's Park n' Ride be received.

Carried

**G. INFORMATION ITEMS**

**I. NEXT MEETING**

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

**J. ADJOURNMENT**

It was  
Moved by Councillor Hunt  
Seconded by Councillor Bose  
That the Transportation Committee meeting  
do now adjourn.

Carried

The Transportation Committee adjourned at 1:35 p.m.

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Margaret Jones, City Clerk

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Councillor Bose, Chair  
Transportation Committee