



# City of Surrey

## Transportation Committee

### Minutes

Executive Boardroom  
City Hall  
14245 - 56 Avenue  
Surrey, B.C.  
TUESDAY, OCTOBER 23, 2007  
Time: 10:32 a.m.

#### Present:

Chair - Councillor Bose  
Councillor M. Hunt  
Mayor Watts

#### Absent:

#### Guest:

Chris Badger, Port of Vancouver, Customer  
Development & Operation

#### Staff Present:

P. Ham, GM Engineering  
J. Boan, Transportation Manager  
V. Lalonde, Transportation Department  
H. Dmytriw, Legislative Services  
P. Bellefontaine, Transportation Planner

### A. ADOPTION OF MINUTES

1. The Committee will be requested to pass a motion adopting the minutes of September 11, 2007.

It was

Moved by Councillor Bose

Seconded by Councillor Hunt

That the minutes of the Transportation

Committee meeting held on September 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 appeared before the Transportation Committee to present the Port of Vancouver's Supply Chain Strategy.

Following are the comments provided:

- Mr. Badger came to provide information on the role that the Port of Vancouver plays with regards to international trade, the movement of goods in and out of the Lower Mainland and to provide a update on the present amalgamation process.
- Amalgamated Port:
  - Last year the Port of Vancouver moved 80M tonnes of imports and exports through the gateway. This represents a 3% increase over the previous year, as expected.
  - The amalgamation of ports will bring all tonnage into one port. This gateway will become the 4<sup>th</sup> largest port in North American tonnage-wise.

- One half Canada's offshore trading goes through Vancouver.
- Economic benefits are huge -- \$43 Billion in trade; 65,000-70,000 jobs in operations in the gateway.
- Growth is due in part to Asian trade.
- Effectiveness -- Speed in growth has increased and the trading partners have changed. 10 years ago China was not even a contender; today China provides most of Canada's goods. Japan continues to be the major partner but in 10 years China will have overtaken them.
- Opportunity for the Lower Mainland, BC and Canada for a huge increase in inbound containers (food and industrial products), also an increase in raw exports with most going to Asia as consumer goods and coming back as DVDs, shoes, etc.
- The fastest growing is the container sector, the inter-modal sector.
- This is the only gateway where it is relatively balanced between inbound and outbound with loaded containers. 52% to 48%.
- The economy is quite vibrant at the moment. TEU account – \$500,000 in 1995 increased to over \$2 Million in 2005. A 250% increase during that period. Can expect to reach \$2.4 Million in 2007. Next decade there will be 40% increase.
- Expansion of the Port of Vancouver is in the best interest of all. Terminal capacity to handle growth in next 10 years with five discreet projects:
  - Completed two existing terminals: VanTerm Centre and Vancouver Inner Harbour
  - Delta Port – 3rd birth – doubled by the third quarter of 2009
  - Transitioning “break-bulk” terminal in North Vancouver (steel import). Overall cost - \$1.4 Billion
  - Surrey Fraser Docks expansion:
    - \$400,000 being moved each year. 200 – 220 TEU.
    - An opportunity for one of the best rail heads in the west coast. The challenge is dredging of the Fraser River. Style and size of vessels are not able to get up the river –33' depth needed. Natural deep sea vessels would need to transfer cargo to smaller vessels to get cargo up river and direct onto rails. Cost of transporting is prohibitive.
    - The majority of goods will be transported by train from Surrey Fraser Docks. This will keep the increase in number of trucks on Surrey roads nominal. e.g. Delta Port – 1 Million TEU going through Delta at the moment. Currently 75% of good are destined for rail going east (e.g. Toronto). The other 25% is truck destined and consumed in the Lower Mainland or going to a distribution centre to be put into different containers and then rail headed.
- On the export side – 75% on local trucks and 30% by containers coming in by rail and onto ships.
- Unable to do distribution centres by the waterfront as it's too expensive and has significant environmental issues. Inner harbour centres are fairly close to here (grain, etc.) and are seeing a growth of distribution centres near the river.
- First Nations are interested in a distribution centre along their land, which is a concern in Delta.
- The loss of potential available land in the future is a concern. Having need for the land 5 years in the future and the necessity of holding that land for future

- is a hard thing to convince the community of. There are some significant opportunities to work with municipalities to hold land for future by partnering.
- Have had a good relationship with Surrey – Alan Domass continues to be the lead on port process and the lead for short sea shipping, which is the model they want to try for Surrey Fraser Docks. He will also be Chief Sustainability Officer.
  - With expansion of TCU's receiving we could see less truck traffic if we stick with a short ship model. Growth of the container market is huge and highly desirable for us.
  - Surrey would like to see consolidation of lands in South Westminster for the steel industry and port related needs to remove it from the entry to Surrey in the Skytrain area. The Amalgamation of Ports is land poor but well off financially and agrees with the vision of that area.
  - Golden Ears Bridge is built to allow barge traffic to pass under it, which allows for passage as far up as Kanaka Creek (Pitt River).
  - The railway system is what makes this system work. The railway geographically runs alongside the river. Rail interfaces wherever you can get a barge to and has potential of becoming a distribution centre for future. This represents a huge opportunity.
  - Very little of cargo from Vancouver is destined for the United States. Less than 5% of containers are U.S. containers (about \$100,000/year). We are in the business of Canadian, but need some U.S. cargo and customers in there.
  - Prince Rupert is to serve the United States (Chicago).
  - There are constraints with the use of (Burlington Northern) rail to go south to the U.S.
  - A high speed project could provide a route for goods movement inland from the waterfront as part of passenger rail (a rail bed that will handle rail traffic at hi-speed).
  - Other areas:
    - Securities – strict requirements including background checks on dock workers
    - Supply chain enablers – a state of the art dashboard that tracks goods during movement.
    - Trucking, licensing system – Have stabilized that market. By 2008 – trucks older than 1989 will not be permitted to be used for transfer of goods; by 2009, 1995 will be the oldest trucks allowed.
  - Sustainability – Pollution:
    - Environmental threat – greatest threat is to air quality.
    - Integrated missions – health concerns (diesel) – movement, growth, innovation.
    - New technology and diversity with regards to cruise ships – gas turbines, O<sup>2</sup> deisel, ethanol diesel.
    - Idle truck zones for trucks – Bio diesel through west coast reduction – environmental business; auto shut-offs
    - Hybrid gantry trains
    - Coal dust controls, etc.
  - The first and only complete bench marking of emissions from ships coming into Vancouver is underway. They will continue to monitor this to demonstrate the improvements that they believe they will achieve with the new initiatives.

- Their goal is to improve safety and efficiency while decreasing congestion and pollution. These societal benefits will also improve their productivity.
- Amalgamation date is January 1, 2008. The Port of Vancouver will return in June 2008 to present to Council on the amalgamation, issues, opportunities and progress toward their goals.

Chairman Councillor Bose thanked Mr. Badger for his presentation and advised him the City of Surrey will contact him in advance of June. Mr. Badger departed the meeting and did not return.

#### **D. NEW BUSINESS**

1. Request for Traffic Control Changes to Address the Needs of a Visually Impaired Student in East Clayton

It was Moved by Councillor Hunt  
Seconded by Mayor Watts  
That the Transportation Committee  
recommend that Council approve the following recommendations:

To provide safe road crossings for a visually impaired student, it is recommended that the City undertake the following:

- Install a pedestrian actuated, audible crossing signal at 188 Street and 70 Avenue.
- Retrofit the existing signalized intersection of 188 Street and Fraser Highway to include audible pedestrian signals.
- Proceed with plans to construct a one-lane roundabout at the intersection of 68 Avenue and 188 Street complete with fully marked and signed pedestrian crosswalks.
- Educate the driving, bicycling and walking public on the use of roundabouts by preparing a pamphlet to be made available at City Hall, on the City's website and shown in newspaper advertisements whenever opening a new roundabout.

Carried

1. Whalley Apartment Building Incident

A brief discussion ensued regarding the recent shooting in the Whalley area and the resulting media coverage.

#### **E. STAFF PRESENTATIONS**

1. South of Fraser Area Transit Plan – SoFA

Jaime Boan, Transportation Manager provided coloured maps and the following comments on the importance of transit in Surrey:

- **Where are TransLink in the Planning Process?**
  - Phase 1 – Creation of long term vision
  - Phase 2 – Detailed examination of current network and review facility
  - Phase 3 – 5 year plan
  - Phase 4 – presentation to board
  - Corporate Report to council – Nov. 5<sup>th</sup>.

Discussion:

- It will likely be 5 years before the implementation of rapid busses/median rapid buses within Surrey. TransLink have indicated we will receive 36% of busses for the future. This accommodates Surrey's share of overall growth for the Region; however, there needs to be a major expansion of service immediately to provide adequate transit service more in line with the rest of the Region. Ideally, Surrey needs to have this plan in place now.
- TransLink have indicated that many of the Canada Line busses will come in to Surrey but they have not yet provided anything in writing.
- Phase 2 – automatic passenger counts (apc's) were undertaken which will help define the current demands for routing and facilities. Future apc's will provide an understanding of the changing demands in South of Fraser and optimization of transit routing/service.
- Feedback from a number of sources all indicate the lack of viable choice in Surrey due to the limited transit service.
- IPSOS Reid survey – over 90% of respondents wanted more investment in transit.
- Increased city role in process – good improvements so far.
- **Assessment Framework**
  - Land use, population and transit
  - SoFA services compared with Metro Vancouver
  - Facilities and infrastructure
  - Commitment to all levels of transit
  - Opportunities, constraints and deliverables
  - Timing, staging and funding
  - City surrey partnership
- **SoFA within Metro Vancouver**
  - Plan giving “just enough”? Better than historical provision?
  - Service Orientation
    - 80% now staying within Surrey. New model is how to increase that orientation and connecting services to town centres.
    - 64th Avenue – showed a significant demand there now and added the 320 bus as a result.
  - Hours per capita – currently about 0.6 hrs/capita but need about 2 hrs per capita to get the target 11.5% modal share. Current Regional average is 1.76 hrs/capita.
  - Numbers of buses
    - 2005-2007 – SoFA has received approx. 28% of the service expansion buses (52 of 223 buses) – this does not even keep up to the growth.
    - SoFA Vision – average of 13 new buses a year (excluding 85 BRT

vehicles). This is less than we have received in the last 3 years.

- Expect 36% of the regional population and employment growth in the next 25 years.

- **Facilities, Infrastructure and Strategic Network**

- Transit exchanges - City Centre, Newton, Guildford, Semiahmoo, Highway 1 - 156 Street fundamental element of a successful plan.
- Bus depots, maintenance facilities.
- Park and Ride (province – 1000 spaces SoFA), TransLink is now indicating a need for 2000 spaces.
- City of Surrey – key partner – corridor protection, transit priority, helping securing transit facilities, land use densities, urban design and parking policies.
- TransLink data available on planned densities but the City of Surrey could generate more accurate data and graphs using up-to-date and accurate census data.
- It would be more important to educate the higher levels Metro Vancouver management as to the lack of service and considerable density of newer areas of Surrey:
  - For example East Clayton - densities are double what they are in Kerrisdale. East Clayton is up to 10 people/hectare and is currently 70% built out. That Plan was approved 4 years ago.
- Rapid growth in Surrey: up to 440,000 people. It would be useful to produce an information package on this data using the original approved plans to show Metro Vancouver the density of Surrey from concept to current time. Do the density by people, not by units.
- 30-40 people per hectare gets you standard transit, thus location like East Clayton should have more substantive service.
- Absolutely crucial to make these arguments to Metro Vancouver.

Discussion:

Identify some of the challenges when the corporate report comes forward:

- Create a one-page document using most recent data to show the difficulties Surrey has.
- West Cloverdale shows the density we are putting in there but has no transit.
- Include the NCP's Surrey is about to do within next 3-4 years with city centres and town centres.
- Present at the Nov. 5<sup>th</sup> regular council meeting – use ¾ hour.
- Once more in-depth information has been collected present that report to Council at a later date.

- **Transit at All Levels**

- Community Shuttle, local services, FBM, BRT, LRT and SkyTrain. Plan should address improvements to all.
- Provision of transportation choice (CoS consultation).
- Establishing ridership – basis for incremental development towards higher level services.
- Busses are most responsive to changing travel patterns and needs.
- SkyTrain – Not a big component of the Vision. Other rail studies in

Metro Vancouver – UBC.

- Possibility of extra bus lanes on King George Highway and Scott Road.

- **Summary**

- Process not complete – more detail to come
- Ongoing and meaningful input from CoS
- Incremental upgrades supported but too slow to happen
- Rapid Transit – Vision weak and slow to deliver
- Track record of improvements – Vision any different?
- Vision contains significant modal share targets – Does Plan provide the means to effect change? -- Doubtful.
- Vision estimated to cost \$1.3 Billion. Not committed to yet and LRT/SkyTrain not included in costings.
- Possible to endorse the Vision?

Recommendations:

Corporate Report to Council to support progress made on the Plan development so far subject to costed and funded implementation strategy, accelerate delivery of SkyTrain/Rapid Transit as part of the Vision, and revision of the timescales identified for all transit improvements.

It was	Moved by Councillor Bose Seconded by Mayor Dianne Watts That the Transportation Committee receive this report as information and refer to staff to provide a report to Council. <u>Carried</u>
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2. **192 Street / Harvie Road crossing of Highway 1**  
Major road alignments in the Port Kells Area.

**DEFERRED** to next meeting.

**F. CORRESPONDENCE**

**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 Mayor Watts
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do now adjourn.

Seconded by Councillor Hunt  
That the Transportation Committee meeting

Carried

The Transportation Committee adjourned at 12:01 p.m.

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Margaret Jones, City Clerk

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Councillor Bose, Chair  
Transportation Committee