



City of Surrey

Transportation Committee

Minutes

Executive Boardroom
City Hall
14245 - 56 Avenue
Surrey, B.C.
WEDNESDAY, FEBRUARY 13, 2008
Time: 10:08 a.m.

Present:

Chair - Councillor Bose
Councillor M. Hunt
Mayor Watts

Absent:

Guest:

Peter Holt, Buckley Blair Consulting

Staff Present:

Paul Ham, General Manager, Engineering
Vincent Lalonde, Manager Utilities &
Transportation
Philip Bellefontaine, Transportation
H. Dmytriw, Legislative Services

A. ADOPTION OF MINUTES

1. Minutes of October 23, 2007 to be adopted.

It was

Moved by Councillor Marvin Hunt
Seconded by Mayor Dianne L. Watts
That the minutes of the Transportation
Committee meeting held on October 23, 2007, be adopted.
Carried

B. DELEGATIONS

C. BUSINESS ARISING FROM MINUTES

D. NEW BUSINESS

E. STAFF PRESENTATIONS

1. **Curitiba Workshop**

Vince Lalonde, Manager, Utilities & Transportation, was in attendance to report on the workshop he attended in Curitiba, Brazil. He was honoured to represent the City of Surrey for the Sustainable Cities Workshop (PLUS Network) and provided a power point presentation on Transit Planning in Curitiba..

Following are the comments provided:

- Curitiba is located near Sao Paulo on the east coast of Brazil, 100 kilometers from the ocean, behind a mountain range
- Travel time consisted of 36 hours, via Seattle, Houston, and Rio.
- Jamie Learner, the Mayor of Curitiba for many years, was an architect. Brazil requires all planners be architects.
- *Curitiba Thoughts – Need to look outwards to build experiences that make us better.*

- Oscar Neidermeyer's Museum of Art building looks like an eye, on a post, cantilevered over the water. The entire museum is located within the "eye" of the structure.
- The Opera House is built on an old rock quarry that has filled with water, built over the water on tubular stilts, with a grid walkway/bridge leading to it. Built at a relatively low cost.
- As the city of Curitiba grew the planners created a belt of parks on the outskirts. The metro region is now growing on the outer perimeters of the parks. In 1972 Curitiba was size of current day Surrey.
- One innovation: "lighthouses" depict learning discovery centres for children (libraries).
- IPPUC (a Planning think tank) – created December 1, 1965
 - o Mission: *to coordinate urban planning and monitoring progress of city, by elaborate programs, plans, projects and urban research, collect and managing funds. Follow investments on infrastructure works and make compatible, follow municipal actions.*
 - o Founded by Jamie Learner. He was the link between the centre and governing body. IPPUC was established as a think tank to serve the region.
- Rapid Bus System
 - o Each double articulated red bus holds 270 passengers, created for them by Volvo and are made in Curitiba.
 - o Master Plans
 - Agache Plan 1943
 - Master Plan 1986
 - Master Plan Revision 2004
 - o Bus system runs along structural corridors. Buses are colour coded for depicting transit type.
 - o High capacity buses and tube stations for rapid in/out of buses – fares have been paid by time passengers reach the loading tubes. Loading platforms are all level with bus entries.
 - o Public transport has a network access of 500 meters; is single fare of \$1 CAN and the operation is totally sustainable from fares alone.
 - o Exclusive bus lanes – 70KM serving -
 - 13 municipalities
 - 28 bus terminals
 - 351 tube stations
 - 2 Million passengers per day
- *Curitiba Thoughts – Lack of money and creativity are good drivers*
 - o Public transport is linked to city's identity – tourists can purchase souvenirs miniature buses.
 - o Not a lot of graffiti – city was very clean – always sweepers working
 - o Recycling programs in place: every five kilogram of recyclables can be exchanged for one kilogram of food.
 - o 5% sales tax goes to the city – not used for bus system.
 - o Have bicycle ways with signage to inform the public.
 - o City centre is a pedestrian centre.
 - o Sidewalks are all mosaic, marbled black and white designs. Fancy

sidewalks weren't just in the downtown areas, but found throughout the entire city.

- *Curitiba Thoughts – Car drivers can learn to share*
 - On certain streets in the downtown car lanes share with pedestrians – cars drive at 5 m/hr to adapt to the pedestrian streets.
 - They are now rethinking the density of buses downtown. Want to recoup valuable space back from the buses.
- *Curitiba Thoughts – Civic pride is built one stone at a time.*
- Integrated Planning:
 - Structural transit corridors were created as a real incentive to encourage the density (high rises)
- Urban Planning Tools:
 - Transfer the density from one lot with a heritage building to another lot (transferring the rights).
- Environmental Indicators:
 - Recycling program (color coded bins)
 - Social development (lighthouse of learning, social housing, centres)
 - “Citizen Streets” – neighbourhood centres would be the local government community centre – with government offices (to obtain a drivers license, etc.) so public don't have to go downtown. Buildings with civic services on the main floor, and public meeting spaces on the second floor.
 - Red carpets are rolled across roadways to promote traffic calming (pamphlets, puzzles, and promotional items are handed out to drivers).
- Future challenges:
 - Public transport modal share is diminishing – 1960's = 80%, 2008 = 42%.
 - Only 15% of tower residents in transit corridor use the transit adjacent to the towers – they drive instead.
 - People move to towers for security/safety reasons.
 - Transit lines feed the metropolitan areas and not so much the people along corridors. This is in a city where priority is given to transit over individual transport.
 - Not to just think of the corridors – think network - now doing loops around the corridors
- Urban mobility:
 - Now looking at a subway; a cut and cover with pedestrians on top.
 - Referred to bus system as *surface subway*
- *Curitiba Thoughts – Building a city like Curitiba requires inspiration, community interaction, innovation, long-term commitment and above all courage to experiment to learn from success and failures.*
- Some ideas for consideration:
 - Surrey is now going to be faced with the rapid bus lanes and need to work on the land use and technology used for transit, e.g. extending skytrain whether to go with *on grade* versus *tunnel* versus an *elevated* system.
 - Think Tank idea (such as IPPUC) utilize the best knowledge available to

- help making decisions (SFU, etc.)
 - Use the many opportunities available to bring together all the best practices, etc. in a think tank brainstorming session. The ultimate driver has to be the City's well being.
 - Implementation is a real challenge. The collective mind is a lot stronger with brainstorming.
 - Camp Kwomais may be a good candidate as a location for a think tank and can provide the opportunity to get away from the downtown settings such as Simon Fraser University.
- Chairperson Councillor Bob Bose complimented Vince Lalonde on his terrific presentation.

2. Provincial Transit Plan Announcement

Vince Lalonde, Engineering provided the following presentation on the Provincial Transit Plan.

Funding Breakdown-

- \$14 Billion to significantly expand transit services across Province.
- Consists of:
 - \$3 Billion already committed to projects (Canada Line)
 - \$11 Billion of new funding
 - \$3.1 Billion from Federal Government (of which funding source is unidentified) - uncommitted
 - \$2.75 Billion from TransLink
 - \$0.5 Billion from local government outside the lower mainland

What projects were announced?

- **Rapid Transit Lines:**
 1. Canada Line - \$ 2 Billion – currently under construction
 2. Evergreen Line
 3. Millenium Line extension to UBC
 4. Expo Line 6 KM extension for Surrey
 - Station Platform extension to double existing capacity
 5. Plus - \$1 Billion for more skytrain cars
 - Alignments and technology of extension of skytrain corridors a huge decision and many questions are still unanswered:
 - 104 Street from city centre?
 - How to tie into current skytrain?
 - Likelihood of this being built? Once a line is on a map it tends to get funded and pushed through. Something is going to be built but we need to have appropriate technology. Light rail at grade is cheaper and we can make a case for it as we have right-of-way plan down Fraser Hwy but not on 104 and 152, however that alignment serves more people. Green Timbers Forest has no population to serve.
 - If we choose cheaper technology then we can increase the length of extension?

- **Rapid Bus BC:**
 1. \$1.2 Billion by 2020 for project through the Province
 2. South of Fraser Project includes:
 - King George rapid bus
 - Highway 99 to Canada Line
 - Fraser Hwy to Langley
 - Hwy 1 cross Portal
 - 104 Street right-of-way is quite narrow – difficult to get dedicated busways

- **More buses:**
 1. \$1.6 Billion for new buses – 900 buses for TransLink
 2. Electronic gates for security on skytrain
 3. Bike lockers – new comprehensive cycling strategy

- **Questions we will be asking the Province:**
 1. Which of the rapid transit and rapid bus projects have Provincial priority?
 2. What happens to these projects if the province cannot obtain the \$6 Billion in third party funding?
 3. How much of the \$3.1 Billion for the Expo Line is going to be invested in Surrey?
 4. How is TransLink going to fund their share?
 5. What are the time lines for the additional bus fleet expansion?

- **The Four next steps for the City:**
 1. Establish Surrey’s preferred rapid transit alignment and extent.
 2. Seek clarification from the Ministry regarding priorities and timeline.
 3. Commence rapid transit alignment and technology study.
 4. Challenge TransLink to immediately start the process of building new bus depots. It is important to deliver infrastructure required for the Transit Plan.

Discussion ensued and the following points and concerns were raised by the different attendees:

- Impacts of new buses on the South of Fraser (SoFA plan):

	Bus Numbers	SoFA Population	Service Hours per capita/year
Current	224	640,000	1.0
2013	515	700,000 (est.)	2.7
2030	913	1,000,000 (est.)	3.4

- Challenge TransLink to get the infrastructure (such as bus depots and garages) required for the new Provincial buses. Provincial funding for the buses to include the infrastructure for the buses.
- Expo Line Extension-
 - o 5-6 KM from King George to Guildford
 - o Estimated cost for extension to Langley Centre via Guildford is \$1.9 Billion

- \$3.1 Billion combined to expand Expo Line and Surrey new extension. How much money is being allocated to Surrey?
- Technology for UBC Line is quite expensive – they want a bored tunnel which is very expensive.
- History reveals that there are many ravines all along Broadway in Vancouver that are filled with garbage. How should this be handled?
- Provide an update of SoFA Transit Plan to Council recommending that this get supplemented within all the extra works, buses, rails, and that the SoFA Plan be endorsed with the addition to all these extra works added in.
- Skytrain Solutions: There is some technical doubt as to whether skytrain can accommodate 6-car trains and the issues related to increasing capacity available for the lines. Need to ensure the data is correct regarding the Mark I and Mark II cars and whether a Mark III car needs to be designed.
- Bring updated SoFA Transit Plan report to Council and Committee.
- Make a new presentation of the BC Provincial Plan with our input information added into the report. It is important to incorporate that we will be looking at best technology and most appropriate technology for the extension as the increase of densities along corridors support this.

Vince Lalonde to provide a copy of presentations to Mayor Watts.

3. Heritage Rail Update

Peter Holt, Buckley Blair Consulting, consultant for Heritage Rail, provided an update on the status of the Heritage Rail. Following are the comments provided:

- The City has been very helpful in funding the Heritage Rail Project
- There have been some mixed messages out there which have not been helpful: the Federal Government had been advised in September that the Heritage Rails project was a *no go* and Peter had to do some recovery work to correct this misconception.
- Project Overview:
 - o Project has two significant characteristics; it is a “green” and it utilizes local companies and an already available local asset, the existing BCER rail corridor.
 - o One heritage rail car has been purchased and is on schedule to be operational in late 2009.
 - o The “power car” which requires funding (\$640,000 USD) uses Cummins Diesel’s hydrogen/methane engines that are low emission.
 - o The hydrogen is available from a local North Vancouver waste hydrogen stream (Sacré-Davey) and the methane will be sourced by Terasen Gas from agricultural digesters in Abbotsford. TransLink already use this fuel on buses in Coquitlam.
- Have presented to executives and politicians in Victoria and now await the final of approval from Kevin Falcon, Ministry of Transportation.
- Should the Heritage Rail Project go ahead, the line will be highly visible to the public as a potential passenger rail line. This would not be helpful to the Department of Transportation should they not want to use the existing BCER Rail.
- The Heritage project has been designed to meet BC Hydro’s requirement that no

- overhead catenary wires are installed on the corridor.
- The cost of extending the Heritage line beyond the current Cloverdale to Newton section could involve constructing rail loops for stations.
 - Should a full community rail service be desired by TransLink/City Planners, the cost of a single track with station loops has been estimated by the UMA Report to be in the order of \$10 Million per kilometer.
 - The system will require drivers, similar to buses but more passengers are transported per driver.
 - The current density and rate of growth in Newton and Sullivan make the community passenger rail system attractive. An extension from Cloverdale to Langley City would need a much greater level of planning and expenditure but would add greatly to the viability of the line.
 - Provincial Government allocated \$300,000 each to Calgary and Edmonton to develop their systems 30 years ago. The City of Surrey also needs to ensure the ability to develop our own systems.
 - At the City's encouragement, TransLink have purchased the property at King George and 72 Avenue. Adjacent to the current bus stations and the rail line. TransLink is responsible for the whole plan.
 - Recommend that staff be requested to immediately undertake a study of rail alternatives, offer to take the *Feasibility Study of the Right-of-Way* off TransLink's hands and request that they provide observers to work with City staff since the study needs both parties to be at the table. Recommend that the City take control of the outcome of the report and provide this report to Council-in-Committee.

4. Transportation Plan

Philip Bellefontaine, Transportation Section provided a power point presentation on:

- (a) City of Surrey **Transportation Strategy Update**. The intent is to undertake a two phase process:

Phase 1 – Transport Strategy – Spring-Summer 2008

- High level strategic direction and principles.
- Examination of bones
- Identify service delivery objectives
- Identify key actions
- Introduce expected outcomes to strategies
- Examination of funding
- Examination of service delivery

Phase 2 – Transport Plan(s) – Fall 2008-2009

- More detailed components
- Large Inventory of further work – asset management, transport funding, review of existing cycling and walking strategies, new transit strategies to support SoFA, Transportation Demand Management (TDM) initiatives, on-street parking management and expansion of “soft” engineering initiatives, performance management, etc.

Strategy Organization and Structure:

- Part 1 – Developing a Vision
 - 6 guiding principles
 - Participation
 - Issues and influences
 - The Surrey vision
- Part 2 – Strategies
 - Efficient management
 - Improved access and transportation choice
 - Improved community safety
 - Efficient economy
 - Reduce environmental impact of transportation
 - Promote integration of transportation
- Part 3 – Program and Implementation
 - Funding and Resources
 - Source Delivery
- Part 4 – Monitoring and performance – Introduction to:
 - Targets
 - Performance indicators
 - Benchmarking
 - Monitoring

Inter-relationship between 6 strategy objectives: “Cross-Cutting” strategies:

- Efficient maintenance and management
- Accessibility
- Integration
- Safety
- Environment
- Economy

Examples:

- Principle – “Effective and efficient network management”
- Strategic Objective – Efficiently manage, maintain and improve the transport system for all modes-
 - Pavement rehabilitation
 - Efficient use of resources – “*effective and efficient network management*”
 - Collision reduction – “*safer, healthier communities*”
 - Reduced traffic noise – “*protection of our built and natural environment*”
 - Improve level of service – “*successful local economies*”
 - Traffic signals
 - Collision reduction – “*safer healthier communities*”
 - Speed management (signal progression) “*safer healthier communities*”
 - Transit priority – “*more travel choice*”
 - Reduced delays – “*successful local economies*”

Strategy Organization – Service Delivery and Projects and Programs

- Basic Premise – provide a delivery structure that reflects the broad range of City responsibilities, able to accommodate new initiatives, reflects public and stakeholder priorities.
- Core Needs
- City Networks
- Integrated Local Program
 - Not a specific part of this phase of the planning process but discussions needs to start now.
 - Much work and initiatives already being planned or underway (School safety zones, truck parking, pedestrian crosswalk policy, management of temporary obstructions, traffic calming)

(b) Transportation Strategy - Consultation and Participation

- 3-Staged Approach
 - Issues and attitudes
 - Testing understanding
 - Confirming completeness
- Consultation Components and activities
 - Telephone surveys – *Complete*
 - Focus groups – *Complete – Provision for second round*
 - Web page and survey – *In process* - (1,000+ completed surveys)
 - Distribution of Information packs to community groups and other stakeholders – *Complete – Second round to follow*
 - Individual meetings with stakeholders – *In process*
 - Internal liaison meetings – *In process*
- Involvement
 - Local people (including community groups)
 - Transportation planners and service providers (including TransLink, CMBC, taxi operators)
 - Business (including BIAs, Chambers of Trade)
 - Interest & Advocacy Groups (including cycling, seniors, etc.)
 - Other Authorities (including TransLink, neighbouring municipalities)
 - Health & Safety Organizations (including fire, police, ambulance, health service providers)
 - Elected Representatives (Mayors & Council)
 - Some 60 groups and organizations
- Organization
 - Broad-based feedback requiring organization (based on the 6 Guiding Principles) and:
 - Other influences – sustainability, personal attitudes and choices
- Emerging Picture. Early reviews indicate:
 - Issues of higher priority-
 - Delays and congestion at intersections
 - Truck traffic
 - Need for quality transit
 - Connectivity to arterial road network for neighbourhoods

- City should complete planned road network
- Issues of lesser priority-
 - Traffic noise
 - Parking in residential neighbourhoods
 - Traffic calming
 - With public feedback being received, guiding principles “critiqued” to assess whether they are still applicable
 - The Transportation strategy shows how transportation relates to wider environmental, social, economic and health issues rather than only whether people walk, cycle, use transit or drive and then identifying how these can all be accommodated in our system – the 6 key principles reflect this approach. Consultation so far has identified:
 - Effective management of the network
 - Transport integration
 - Successful local economies
 - Transportation choice
 - But there has perhaps been less response in relation to:
 - Safer, healthier communities
 - Protection of our built and natural environment

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 Councillor Marvin Hunt

Seconded by Mayor Dianne L. Watts

That the Transportation Committee meeting do

now adjourn.

Carried

The Transportation Committee adjourned at 12:05 p.m.

Jane Sowik, Acting City Clerk

Chairperson, Councillor Bob Bose,
Transportation Committee