

MINUTES

Development Advisory Committee

File: 360-20 (DAC)
Date: May 22, 2014
Time: 2:30 p.m.
Location: Planning Room 1,
Surrey City Hall

Members:

Andy Aadmi
Clarence Arychuk
Jeff Fisher
Roger Jawanda

City Staff:

Jaime Boan
Remi Dube
George Fujii
Nicholas Lai
Jean Lamontagne
Paul Lee
Don Luymes
Judith Robertson
Fay Keng Wong

Regrets:

Councillor Bruce Hayne
Sam Lau
Mark Sakai
Guy Young

1. Previous Minutes

The notes of the April 24, 2014 meeting were accepted as distributed.

2. Temporary Re-Organization in Area Planning & Development – North Division (Judith Robertson, Manager, Area Planning and Development – North Division)

- Effective Tuesday, May 20th, Ron Gill has been appointed Acting Current Planning Manager, North to carry on the regular duties of Gary Gahr, who will be away for about 6 months. In addition, Shawn Low has been appointed Senior Planner to carry on Ron's regular duties.

3. South of Fraser Transit (Jaime Boan, Manager, Transportation)

- Jaime provided an update on South of Fraser Transit. A copy of his presentation is attached.
- Recent transit improvements include:
 - Increased bus service from the Transit Optimization Process;
 - 96 B-Line service;
 - 503 Fraser Hwy express service (June 2014);
 - 156 St and Hwy 1 stop for 555 Langley-Braid express service (Sept 2014);
 - Queue jumpers to improve service reliability;
 - Survey to improve the transit shelter program;
 - Surrey Transit Centre compressed natural gas (CNG) facility retrofit; and
 - On-going work to bring LRT to South of Fraser River.
- Transit Optimization Process. Since 2010, TransLink has been reallocating service hours from low productivity areas to high demand areas. Surrey has benefitted from the process with the creation of the new 96 B-Line and 503 services.
- 96 B-Line Service. The 96 B-Line Service was introduced in September 2013 with links to Guildford and Newton Exchange via City Centre. According to TransLink, the 96 B-Line Service is the fourth highest performing line South of Fraser (28th highest performance in the region) and it also has high customer satisfaction.

- 503 Service. When it is introduced in June, the 503 Service will be an express commuter-oriented service that will connect City Centre and Langley/Aldergrove. The 503 Service will address high demand and frequent pass-bys. The existing 502 Service on Fraser Hwy is the 24th highest performing line in the region. There is very high demand for transit along Fraser Hwy. Buses are often packed. Not all the buses go to Aldergrove so people who miss the Aldergrove bus have to wait a long time for the next one. The 503 Service express bus will change that.
- 156 St and Hwy 1 Stop. A stop is being introduced at 156 St and Hwy 1 for the 555 Langley-Braid express service, which currently does not stop in Surrey. The stop is to be constructed in the summer and in service in September 2014.
- Queue jumpers. Queue jumpers/transit lanes allow buses to avoid queues at Tannery Rd and Scott Road, at King George Blvd and 32 Ave Diversion, and at King George Blvd and 96 Ave. New bus queue jump lanes are being added on King George Blvd at 76 Ave and 88 Ave.
- Transit Shelter Survey. There are over 230 transit shelters throughout Surrey. The City installs approximately 10 new shelters each year. The first survey was rolled out in January 2014 asking residents where shelters are needed. The City received over 250 responses and is using them to plan new shelter locations.
- Transit Centre Compressed Natural Gas (CNG) Retrofit. Modern CNG engine technology is more fuel and cost efficient than in past decades. A new compression station will be installed so CNG buses can fuel up in Surrey. The estimated budget is \$5 million, with \$4 million requested from federal funding. Construction is scheduled to begin in 2015.
- Transit matters. The availability of transit service contributes to people's travel choices, cuts down congestion, decreases greenhouse gases, is increasingly desirable for homebuyers, and is attractive to employers.
- Proximity to rapid transit matters. According to Jones Lang Lasalle's Rapid Transit Office Index (2014Q1), there is an 8.4% vacancy rate for Surrey office space within 500 m of rapid transit. For Surrey office space more than 500 m of rapid transit, there is a 23.2% vacancy. The Class A lease rate is over 30% higher for offices close to rapid transit.
- Despite improvements, South of Fraser has a transit deficit. South of Fraser is experiencing rapid growth, but the current transit service is disproportionately low. The pie charts in the presentation show that South of Fraser population distribution is 31% of the region, but its bus revenue hour distribution is only 19% of the region. However, between 2005 and 2008, ridership basically doubled in Surrey, which does demonstrate to TransLink that there is a demand for more service.
- South of Fraser, there is only 6 km of rail rapid transit and 4 stations, compared to 68 km and 49 stations in North of the Fraser.
- South of Fraser LRT. It is proposed that the network will cost \$2.2 billion and include 26 km of LRT (plus 9 km of BRT) and 21 LRT stations (plus 4 BRT stations). There will be a Fraser Hwy Corridor (City Centre to Langley) and an L-Line Corridor (Guildford to City Centre to Newton). The circles on the map indicate proposed stations. The goal is to build these in 10 to 15 years.
- Investments will depend on regional processes. TransLink's Mayors' Council is developing a 10 Year Vision for regional transportation investments to inform the transit referendum. South of Fraser LRT, increases in transit service, and other needed investments are contingent on the Vision. Funding to implement the Vision will depend on the transit referendum, which must occur by June 2015. Referendum success could bring LRT and

better transit service to South of Fraser to increase ridership and boost development opportunities. The City has been working with the mayor's committees to determine the investment plan (projects, spending priorities), funding, and how it will be sourced. The Mayors' Council is expected to share the vision/plan with the public in about 2 weeks.

Comments:

- Clarence Arychuk asked how frequent is the 96 B-Line Service? Jaime Boan responded approximately every 7.5 minutes all day. The service started with only articulated buses but standard buses will be put in.
- Roger Jawanda commented that the buses along 96 B-Line often appear empty. Jaime Boan responded that the challenge is finding the optimal number of stops versus speed of service. TransLink will be adding 2 stops to increase coverage and ridership and is looking at frequencies and the use of standard buses off-peak.
- Jeff Fisher asked if the transit improvements will be in jeopardy depending on the provincial transportation referendum. Jaime Boan responded yes.
- Clarence Arychuk commented that people are concerned about all the transit services going to Vancouver.
- Roger Jawanda asked about the frequency of transit along Fraser Hwy. Paul Lee responded that there are not many stops between City Centre and Langley for the new 503 service. Beyond Langley, there is a community bus.
- Clarence Arychuk commented that, regarding the 156 St and Hwy 1 stop for the 555 Langley-Braid express service, there is danger in stopping on a ramp like that because people barrel down the freeway. Roger Jawanda asked if that bus has been full. Jaime Boan responded, yes, very full and that the design takes safety into consideration.
- Jean Lamontagne asked if buses have a separate light in queue jumpers. Paul Lee responded no.
- Jeff Fisher asked if it costs anything to have bus shelters. Jaime Boan responded that bus shelters do not cost much. In some cases, the City has to pay for grading and site preparatory work, power supply, and property acquisition where required. All other costs are paid by the contractor (Pattison Outdoor). The City also receives money from advertising, which helps pay for the costs. Surrey is fortunate in that it does not have a problem getting advertisers, unlike smaller cities. There are now 230 transit shelters, which is a lot more than before. There are also double wide transit shelters. Their locations depend on factors such as whether or not power is available at the site to illuminate the signs. Supply of shelter costs from \$16,000 to \$20,000. There are additional costs for the installation that vary by location. The sign company pays for the maintenance of the transit shelters.
- Surrey has historically gotten the old buses from other municipalities, like Vancouver/Richmond. TransLink gets more ridership in Vancouver whereas Surrey has less ridership and more distance.
- Jeff Fisher asked if all 3 rapid transit lines will be included in the referendum question. Jaime Boan responded that the City does not know. The Province will be the one to define the referendum question. There is thought that a generic question could be posed rather than regarding specific details.
- Jeff Fisher asked if the number in the referendum question will include money for the 3 rapid transit lines. Jaime Boan responded, yes, the referendum question will likely have

something for all municipalities. LRT is a better system than BRT for Surrey based on growth/ridership projections, shaping goals, and interface with the streetscape (sidewalk, businesses, etc.).

- Jeff Fisher asked if the referendum does take place, does Surrey have a budget for it? Jaime Boan responded that has not been determined, yet. The approach to public outreach will be determined by the Mayor's Council.
- Clarence Arychuk commented that transit should be a key component on NCPs. If East Clayton did not have its density, it would not have gotten the transit. Owners of new homes, the general public, do not think transit will not be in their neighbourhoods.

4. General Comments on the Market

- Clarence Arychuk. A duplex in South Surrey is listed for about \$750,000.

5. Other Business

- Clarence Arychuk asked if it would it be possible to see who the primary engineering consultant is for a project on the On-line Development Inquiry webpage, so people can get drainage plans, etc. Rémi Dube responded that the City is in the middle of doing this. Jean Lamontagne added that there will be an applicant portal in the future. Further consultation with external stakeholders will take place during the development of additional on-line services.

6. Next Scheduled Meeting – June 26, 2014

- An update on the Tandem Parking Review.
- A possible update on TransLink's Mayors' Council.
- The meeting adjourned at 4:11 p.m.