

# B.C. on the Move: Engagement Meeting Notes

OCTOBER 22, 2014

12:30 PM

SURREY

<b>ATTENDEES/AFFILIATION</b>	Bob Ambardar, City of White Rock Francis Cheung, City of Langley Mayor Ted Schaffer, City of Langley Richard Welfing, Township of Langley Doreann Mayhew, Corporation of Delta Councillor Barbara Steele, City of Surrey Paul Lee, City of Surrey Jaime Boan, City of Surrey
<b>MOTI REPRESENTATIVES</b>	Renee Mounteney, Deputy Director South Coast Region, Ministry of Transportation and Infrastructure (MoTI) Ashok Bhatti, District Manager, Lower Mainland, Ministry of Transportation and Infrastructure (MoTI) Thomas Chhun, Operations Manager, Ministry of Transportation and Infrastructure (MoTI)
<b>NOTE TAKER</b>	Christel Guenette, Kirk & Co. Consulting Ltd.
<b>KEY THEMES (3-6)</b>	
1) <b>Transit:</b> Participants noted that improving the rapid transit on the south side of the river would improve residents' connection to Vancouver.	
2) <b>Rail:</b> Participants stressed the importance of safety improvements (as they pertain to cyclists, pedestrians and rail crossings) to decrease the number of accidents on at-grade crossings.	
3) <b>Capacity/congestion:</b> Participants noted the importance of alleviating congestion issues (related to interchanges), and accessing infrastructure for moving people and goods reliably.	
<b>CHALLENGES AND OPPORTUNITIES</b>	
<ul style="list-style-type: none"> <li>Participants noted that Surrey is experiencing rapid growth and is projected to become the largest city in B.C.</li> <li>There have been no transit improvements in Surrey since 1996. Participants noted that the city has only 6 km of rapid transit, which is severely lacking.</li> <li>Participants noted the Pattullo Bridge is in urgent need of replacement.</li> <li>The Mayor of Langley noted the city has experienced significant growth and requires service to areas where young families are living.</li> <li>The participant from White Rock noted the community is heavily influenced by the population growth in the region.</li> <li>A participant noted there is increasing opportunity with expanded use of technology and how it is used in transportation systems (i.e. GPS). For example, there is potential for driverless cars in the future.</li> <li>Rail crossings that are not grade-separated impacts growth in the area. Emergency access to communities is affected when trains cross and block traffic for 15-25 minutes at a time.</li> <li>There are challenges associated with population growth and the aging population in communities.</li> <li>There is a lack of "free" options to access north of the river. There is speculation the new Pattullo Bridge will be tolled, which will leave the Alex Fraser Bridge as the only non-tolled option. This is a high cost for Surrey residents to travel.</li> </ul>	
<b>MOVING FORWARD – STRATEGIES</b>	
1) Moving People and Goods Safely and Reliably	
<ul style="list-style-type: none"> <li>An interchange constructed at 152 Street and Highway 99 would support regional goods movement and relieve congestion.</li> <li>Participants noted that a rapid transit system on the south side of the river is necessary.</li> <li>Median barriers along Highway 10 between 120 Street and Highway 91 would improve safety.</li> <li>An interchange to access Alex Fraser Bridge from Nordell Way would relieve congestion during rush hour and move trucks from the weigh scales to the bridge.</li> <li>A full interchange at Highway 99 and 80 street would improve traffic flow.</li> <li>Widening Highway 10 from the Mufford overpass to the 232 Street interchange would address safety concerns.</li> <li>One participant suggested the need to improve safety infrastructure along rail routes.</li> </ul>	
2) Growing the Economy	
<ul style="list-style-type: none"> <li>Participants suggested that light rail transit improvements in Surrey will attract investments as developers have said rail rapid transit would influence them to invest in Surrey.</li> <li>Participants noted that replacing the Pattullo Bridge to four-six lanes is crucial for goods movement and economic growth.</li> </ul>	

3) Connecting and Strengthening Communities	
<ul style="list-style-type: none"> <li>Participants suggested the SkyTrain should be extended further into Langley to connect communities such as Clayton Heights, Campbell Heights and Willoughby Slope in the Township of Langley, City of Langley and South Surrey.</li> </ul>	
<ul style="list-style-type: none"> <li>An interchange at 216 Street would support the growth on the Willoughby Slope.</li> </ul>	
<ul style="list-style-type: none"> <li>Participants highlighted the need to invest and take advantage of funding to increase cycling infrastructure, providing options to get more vehicles off the road.</li> </ul>	
<ul style="list-style-type: none"> <li>Participants suggested including cycling facilities within neighbourhood plans.</li> </ul>	
<ul style="list-style-type: none"> <li>Participants suggested the relocation of the railway away from the White Rock waterfront.</li> </ul>	
<ul style="list-style-type: none"> <li>One participant noted that funding for pedestrian and cycling infrastructure in White Rock is needed.</li> </ul>	
4) Maximizing Collaboration and Investment with Partners and Stakeholders	
<ul style="list-style-type: none"> <li>A participant suggested the need to provide access to the Fraser Surrey Docks from Elevator Road and South Fraser Perimeter Road.</li> </ul>	
<ul style="list-style-type: none"> <li>Participants noted that runway improvements to the Boundary Bay Airport are needed.</li> </ul>	
<b>TOP THREE PRIORITIES FOR TRANSPORTATION INFRASTRUCTURE IMPROVEMENTS</b>	
City of Surrey:	<ul style="list-style-type: none"> <li>Light rail transit along 104 Avenue, King George Boulevard and Fraser Highway</li> <li>Replacement of the Pattullo Bridge</li> <li>A new interchange at 152 Street and Highway 99.</li> </ul>
Corporation of Delta:	<ul style="list-style-type: none"> <li>Highway 10 median barriers between 120 Street and Highway 91</li> <li>Access to the Alex Fraser Bridge from Nordell Way, perhaps by an interchange</li> <li>Adding to the off-ramp southbound on Highway 99 and 80 Street to begin the formation of an interchange</li> <li>Allowing pedestrians and cyclists to cross Highway 17 safely in Delta and at the Tsawwassen First Nation development.</li> </ul>
City of Langley:	<ul style="list-style-type: none"> <li>Extending rapid transit out to the Valley to accommodate growth</li> <li>Widening the bypass from 200 Street to Fraser Highway to six lanes</li> <li>Addressing congestion at 200 Street and the bypass area.</li> </ul>
City of White Rock:	<ul style="list-style-type: none"> <li>The B Line connection to the SkyTrain at King George Highway</li> <li>Connectivity from the town center to the waterfront</li> <li>Expansion of the MRN on 16.</li> </ul>
Township of Langley:	<ul style="list-style-type: none"> <li>216 Street interchange and Highway 1 to service population growth on the Willoughby Slope and continue the widening of Highway 1 to 216 Street</li> <li>Widening the 208 Street overpass to four lanes</li> <li>Continue four-laning from Highway 10 and the Mufford overpass to 232 Street interchange.</li> </ul>
<b>ADDITIONAL COMMENTS/DISCUSSION</b>	
<ul style="list-style-type: none"> <li>A participant from Surrey stressed the importance of transportation in Surrey, noting that everything they do reaches all communities south of the river. The participant noted that congestion in the communities is a significant problem, suggesting it takes hours to reach a destination when it should take minutes.</li> </ul>	
<ul style="list-style-type: none"> <li>One participant noted that Surrey has been screened in by P3 Canada for the LRT project.</li> </ul>	
<ul style="list-style-type: none"> <li>South-east provincial roads have been diverted, causing increased traffic on the Langley Bypass. Participants noted the Bypass still serves a Provincial function and is integrated with Provincial systems, suggesting it should be still be under Provincial jurisdiction.</li> </ul>	
<ul style="list-style-type: none"> <li>The 216 Street interchange and widening of the 208 Street overpass to four lanes was recommended by Delcan in 2012, to be complete by 2021.</li> </ul>	
<ul style="list-style-type: none"> <li>The Mayor of the City of Langley expressed recognition of the cost implications of widening Fraser Highway, understanding that this would be a long-term goal of the 10 year plan.</li> </ul>	
<ul style="list-style-type: none"> <li>A participant from Surrey clarified that projects described during this engagement session had been approved by Metro Vancouver and the Lower Mainland TransLink Committee. Approval and funding from MOTI was still needed. She stressed that the timing of these sessions necessitated the need to speak up as Provincial funding is key. The region supports the broad vision of the Province but they don't want to lose sight of the work that is needed locally.</li> </ul>	
<ul style="list-style-type: none"> <li>A participant from the City of Surrey questioned to what amount the Province is committed to funding, and what portion of funding would be given to each municipality.</li> </ul>	
<ul style="list-style-type: none"> <li>Participants expressed that as TransLink's plan is different from the Provincial plan, there is hope that the two will flow together.</li> </ul>	

<ul style="list-style-type: none"> <li>• Participants noted that addressing whistles and train lengths are priorities for all communities.</li> </ul>
<ul style="list-style-type: none"> <li>• Participants noted that vehicles running onto the highway are queued on or behind the tracks, and have caused derailments and major accidents.</li> </ul>
<ul style="list-style-type: none"> <li>• If given a choice between funding for cycling infrastructure or other infrastructure, other infrastructure would be preferred.</li> </ul>
<ul style="list-style-type: none"> <li>• Participants suggested that, when developing cycling lanes, it is important to recognize where cyclists actually ride.</li> </ul>
<ul style="list-style-type: none"> <li>• Maintaining roads for cyclists can be problematic.</li> </ul>
<ul style="list-style-type: none"> <li>• A participant from the Corporation of Delta questioned if tolling would be incorporated into this plan.</li> </ul>
<ul style="list-style-type: none"> <li>• A participant from the City of Surrey questioned the timing of the Ministry's transportation plan, and whether it would be released before or after the regional transit referendum.</li> </ul>
<ul style="list-style-type: none"> <li>• The Mayor of Langley discussed a letter written to the Deputy General Manager Policy for Transport Canada, requesting that Port Metro Vancouver retain qualified experts to undertake a full analysis of the proposed Roberts Bank Terminal 2 Project in relation to the anticipated road and rail impacts on the corridor in and around the City of Langley, and to identify appropriate measures to effectively address and mitigate such impacts. Participants noted that the project affects the City of Langley, Surrey, Delta, White Rock and the Township of Langley. These communities are working with the Gateway Transportation Collaboration Forum regarding what projects should be brought forward as a result of the proposed Roberts Bank Terminal 2 Project, and are concerned about funding availability.</li> </ul>
<ul style="list-style-type: none"> <li>• A participant from the City of Surrey questioned the next steps for the transportation plan and asked if there would be more dialogue.</li> </ul>