

# Answers to submitted questions not covered in the Surrey Rapid Transit webinar

October 26, 2010

## **1. Are there other options to acquire additional funding other than increasing property taxes or introducing the vehicle fee?**

Your question actually falls outside the scope of the Surrey Rapid Transit Study, as it is just a study of the possibilities and is not explicitly seeking funding at this time.

However, the discussion around property tax and the transportation improvement fee is actually part of another consultation we are undertaking, around our proposed 2011 Supplemental Plan. To find out more about this plan and weigh in with your opinion, please visit this link:

<http://www.translink.ca/en/Be-Part-of-the-Plan/Public-Consultation/Current-Consultations/2011-Supplemental-Plan.aspx>

## **2. I hear that surface level operation of RRT on the street is possible. How though?**

Typically, RRT systems are typically either in a tunnel or elevated. At street level, RRT must be fully fenced, similar to the Canada Line near the airport.

## **3. Thank you for meeting with us. Even though I read about this ahead of time, I appreciate hearing it from you.**

I don't mean to start an argument, but I feel a sense of betrayal, because we are forced to pay for the perimeter roads with transit, instead of just paying for rapid transit.

## **Is there a way to prevent the perimeter roads from being built, and then focus entirely on rapid transit?**

Your question actually falls outside the scope of the Surrey Rapid Transit Study—the discussion around property tax and the transportation im-

provement fee is part of another consultation we are undertaking, for our proposed 2011 Supplemental Plan.

With respect to that plan, the Evergreen Line and the North Fraser Perimeter Road are being discussed together due to funding deadlines. Both are major unfinished projects still outstanding from past transportation plans—and they are high priorities for a 2011 start, because each comes with significant federal funding commitments that will be lost if we cannot match those funds soon.

As well, it's important to remember that TransLink is an integrated transportation authority – providing funding for all modes, not just transit. On top of this, the North Fraser Perimeter Road has been a regional priority since 2003, and it will improve the connectivity, efficiency, reliability and safety of the regional trucking network and will help relocate trucks and other traffic from residential areas in New Westminster. It also includes an important cycling connection by linking two previously disconnected bikeway segments.

To find out more about the supplemental consultation plan and weigh in with your opinion, please visit this link:

<http://www.translink.ca/en/Be-Part-of-the-Plan/Public-Consultation/Current-Consultations/2011-Supplemental-Plan.aspx>

## **4. In the 2040 plan, I did not see any opportunities for volunteer contributions. Will there be any? If so, then please describe. If not, then please explain why not?**

Glad to hear you'd like to volunteer! The 2040 plan is a very high-level, strategic plan to carry us for the next 30 years, so it speaks in broader terms and does not cover specifics like volunteer work. However, thank you for mentioning that volunteer work is important to you, and we will consider the possibility of contributions from volunteers during

our ongoing outreach work.

**5. If a new commuter rail line were to be built from the valley in the medium term, does Translink envision it terminating in Surrey or continuing into Vancouver. As both would result in the need for very different solutions.**

The priority identified in Transport 2040 and the South of Fraser Area Transit Plan is to plan for rapid transit south of the Fraser, which can provide fast, frequent (as frequent as every 5 minutes) and reliable service all day long. This study is evaluating options, including with BRT, LRT and RRT technologies, that connect major centres in Surrey and beyond. TransLink does not at this time have any plans for expanding commuter rail (West Coast Express) in the Fraser Valley. However, none of the options being studied preclude future commuter rail expansion.

**6. Is 64th ave going to be a major truck route and are there plans to expand the number of lanes on 64th Ave. What is the projected growth percentage on this road. We are considering moving to cloverdale and several houses are for sale on 64th but we are worried about the future traffic on 64th**

Unfortunately, this question falls outside our scope---you should contact the City of Surrey to ask about their future plans for 64th Ave.

**7. Is there bus service planned for 72 ave between 144 and 152 or on 150 st between 64 and 72**

TransLink's South of Fraser Area Transit Plan calls for substantial increases in transit service south of the Fraser. TransLink has already made major improvements, increasing bus service by 35% since 2008, and will continue to make improvements as resources allow. The next near term improvements identified in the plan are a B-Line on 104 Ave & King George Blvd, and a new route between Langley & White Rock. Service on 72nd between King George & 152nd is a long term goal, however no timeline has been identified at this point..

**8. Has translink considered Bi articulated busses for bus rapid transit**

There are different vehicle-types available for BRT, and no decisions have been made yet for this study. Articulated 18m vehicles are most commonly used in BRT systems, but longer bi-articulated vehicles could be considered to provide additional

capacity.

**9. Has the committee considered that there may be an already-present market that could already utilise and benefit largely from rapid transit? (specifically noting the areas of Guildford, Newton & South Surrey - some of which are already facing chronic transit-use problems, especially Guildford)**

**Are the lack of RRT/skytrain options to Guildford related at all to development woes & conflicts (i.e. Whalley)?**

**Has an extension of RRT/Skytrain to Guildford been negotiated with an extension to Newton been looked at? (i.e. similar to the LRT alternatives) It may prove to be a more efficient way of connecting all Surrey centres.**

If either of the options (RRT, LRT, BRT) are built to Guildford, will (at least some of the) current bus routes (i.e. 501, 335, C74) be shortened to terminate at Guildford? The reason I ask is that among the problems of these routes that continue past Guildford to go elsewhere is that some/much of the traffic on these buses is not actually going to those places - it is going to Guildford, so a lot of people are not actually able to go where they need to go. The only dedicated bus line to Guildford only runs every 1 hour, and it would normally be convenient for everyone else if more Guildford-bound travellers use this route, but they don't due to frequency. If at least some lines are shortened to terminate at Guildford instead, people who are Guildford-bound have a dedicated route to get there and people going elsewhere will no longer crowd up buses going to Guildford. Will this and similar travel patterns in other areas be considered in the study?

As these questions about Guildford all follow a similar theme, we will answer them together!

In the webinar, Jeff covered much of the question about why Guildford is not on the rapid transit routes outlined in the study. But to emphasize it again, SkyTrain to Guildford presents a number of technical challenges.

» If the SkyTrain service was branched around 104th to create an extension to Guildford, the frequency of service on each of the lines (to Guildford and to Surrey Centre) would be only half as much as current SkyTrain service (i.e.,

6 minutes vs 3 minutes); also there would be no direct connection between Guildford and Surrey Centre.

- » Alternatively, SkyTrain at King George Station cannot be extended in a “hook” to bend back up north and east to connect to 104th since there is no existing corridor that could accommodate the SkyTrain infrastructure, without taking out a significant number of residences/businesses.

The study team will be considering existing as well as future demand for rapid transit as it evaluates the various alternatives in detail.

For each of the alternatives being studied, there will also be consideration of how best to connect the supporting bus network to rapid transit to ensure the most convenient and efficient service.

#### **10. Will new park and rides be built along with the new stations & transit centres?**

Park & Ride lots are one of the many design characteristics to be considered over the next phase of the study, along with station locations, connecting bus services, and many others to help determine costs, benefits and impacts of the various alternatives.