Surrey Langley SkyTrain

surreylangleyskytrain.ca

Together all the way

TRANSLINK

Demand for transit is growing

↑ 7.1%

System-wide ridership
2017 – 2018

↑ 13.9%

South of Fraser ridership
2017 – 2018

More Bus Service

↑ 13% south of Fraser since 2017

↑ 125,000 service hours

Double-Decker Buses

- Route 301 and 620 in October
- Route 555 in January

Battery-Electric Bus Pilot

- Testing on Route 100 between 22nd Street Station and Marpole Loop

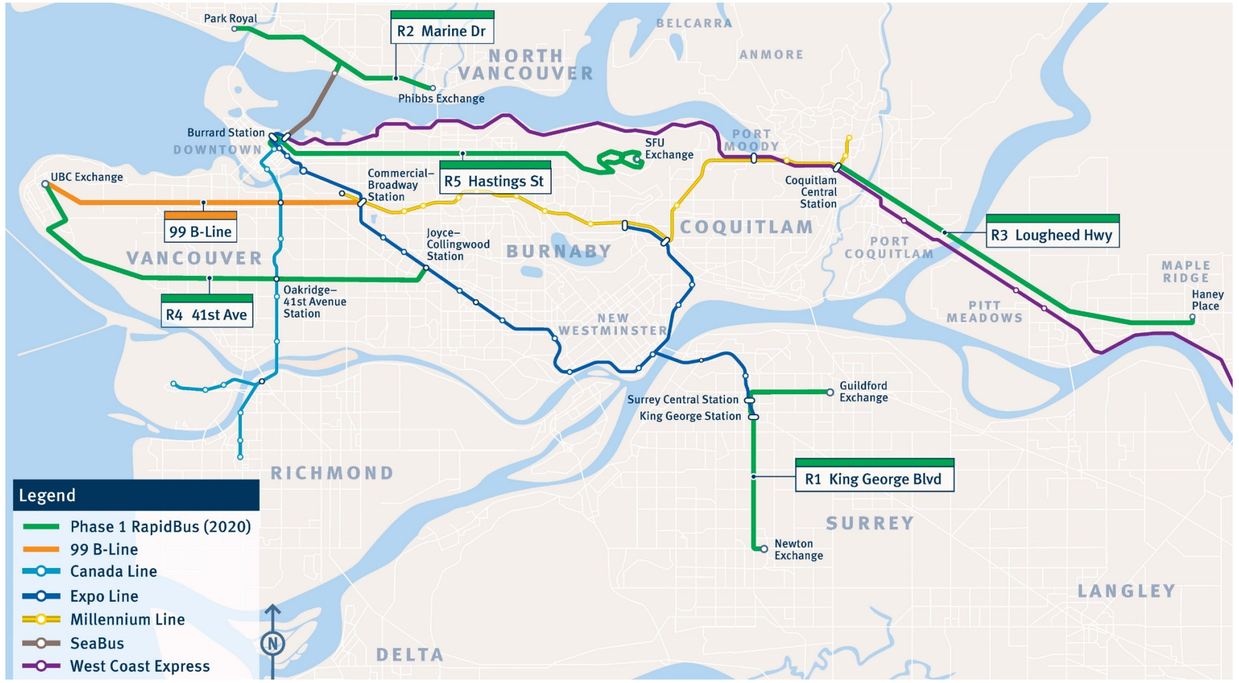
Introducing RapidBus

Launching 2020

- R1 King George Blvd
- R2 Marine Dr
- R3 Lougheed Hwy
- R4 41st Ave
- R5 Hastings St

Funded and coming soon

- Scott Rd to Newton Exchange
- Richmond to Expo Line



Moving forward with rapid transit

Project Objectives

- Provide fast, frequent, reliable, and convenient transit
- Increase access to employment, schools, housing, and services
- Advance local and regional prosperity
- Support healthy communities and a healthy environment
- Provide a great transportation user experience

While

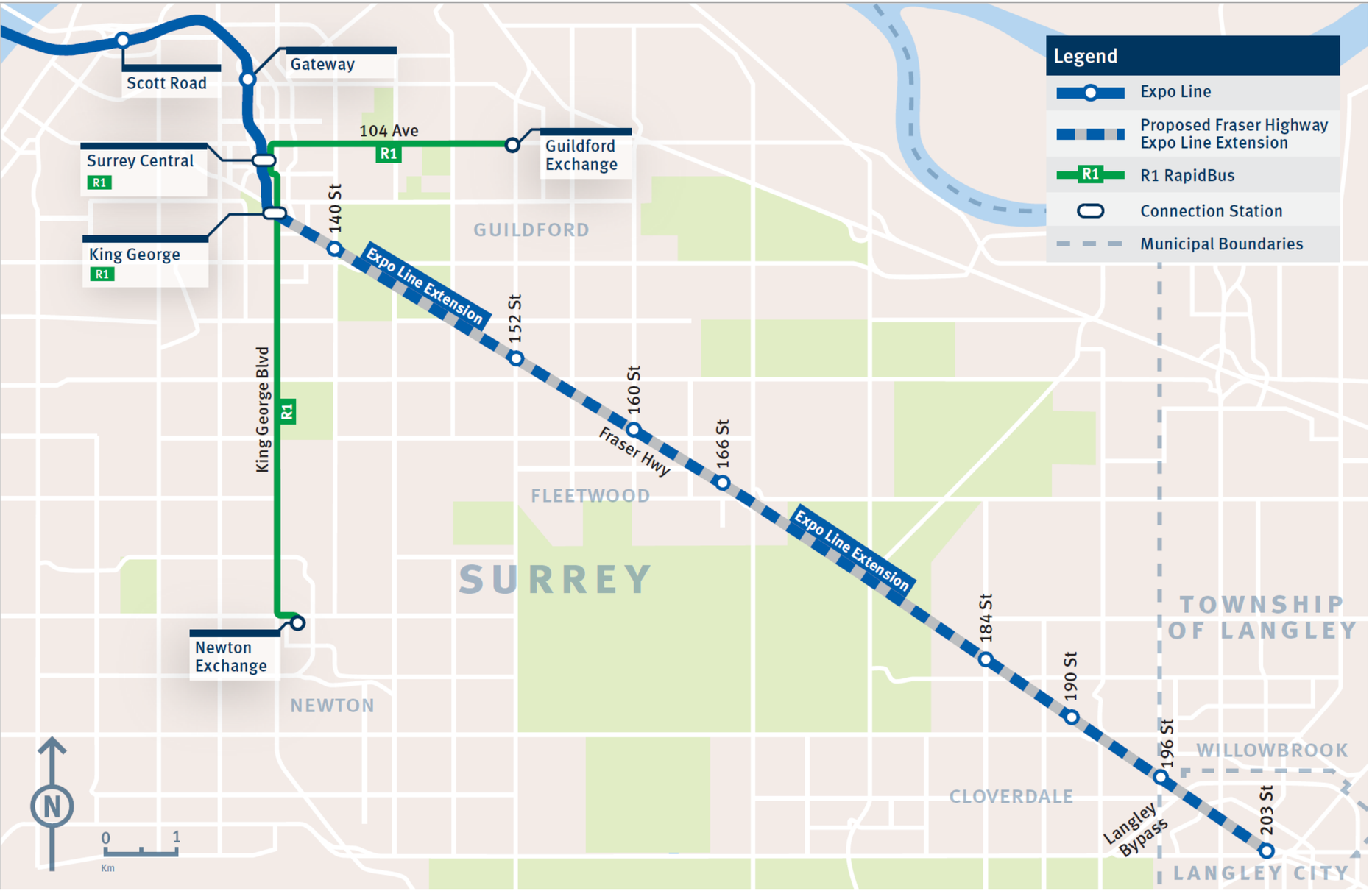
- Spending wisely
- Implementing prudently

Project Overview

- Extend the Expo Line from King George Station to Langley City Centre along Fraser Highway

- 16-kilometres of elevated guideway
  - 8 stations
  - Three bus exchanges
  - Park-and-Ride spaces

- 55 additional SkyTrain vehicles
- Operations & Maintenance facilities



Proposed station locations:

- 140 St (Surrey Centre)
- 152 St (Fleetwood)
- 160 St (Fleetwood)
- 166 St (Fleetwood)
- 184 St (Clayton)
- 190 St (Clayton)
- 196 St (Langley)
- 203 St (Langley)

Project Outcomes

Improve transportation experience

- Increase transit capacity
- Reduce travel time
- Improve reliability
- Improve road safety
- Reduce single vehicle occupancy

Increase access to opportunities

- Connect town centres
- Connect people to housing, jobs, schools, and services
- Encourage high-density land use around stations

Support economic development

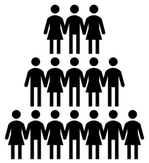
- Enhance goods and services movement
- Improve access to jobs and labour

Healthy communities and environment

- Reduce GHGs
- Improve health outcomes from increased active transportation
- Reduced urban sprawl

Project Metrics

Capacity: 600 people per train every 4-5 minutes



Expected daily boardings:

- 62,000 in 2035
- 71,200 in 2050

Frequency:

- 4 - 5 minutes peak periods in both directions
- 10 minutes off-peak

Travel time: 22 minutes from Langley City Centre to King George SkyTrain Station

Benefit-Cost Ratio (BCR): 1.24

Cost: $3.12 billion

Funding Context

- In 2014, the regional mayors' 10-Year Vision identified three priority corridors for rapid transit in Surrey and Langley: 104 Avenue, King George Boulevard, and Fraser Highway.
- The assumed cost of **$3.55 billion** is notional, based on the projected cost of 27-kilometres of LRT.
- Surrey Langley SkyTrain (SLS) would cost **$3.12 billion.**
- Approximately **$1.65 billion** is currently available, subject to business case approval.

Stage 1: King George Station to 166 Street (Fleetwood)

Overview:
- 7 km
- 4 stations
- 25 vehicles

Expected daily boardings:
- 39,900 in 2035
- 44,200 in 2050

Travel time: 9.5 minutes to Fleetwood

Benefit-Cost Ratio (BCR): 1.12

Cost: $1.63 billion

In-service date: 5.5 years from project approval

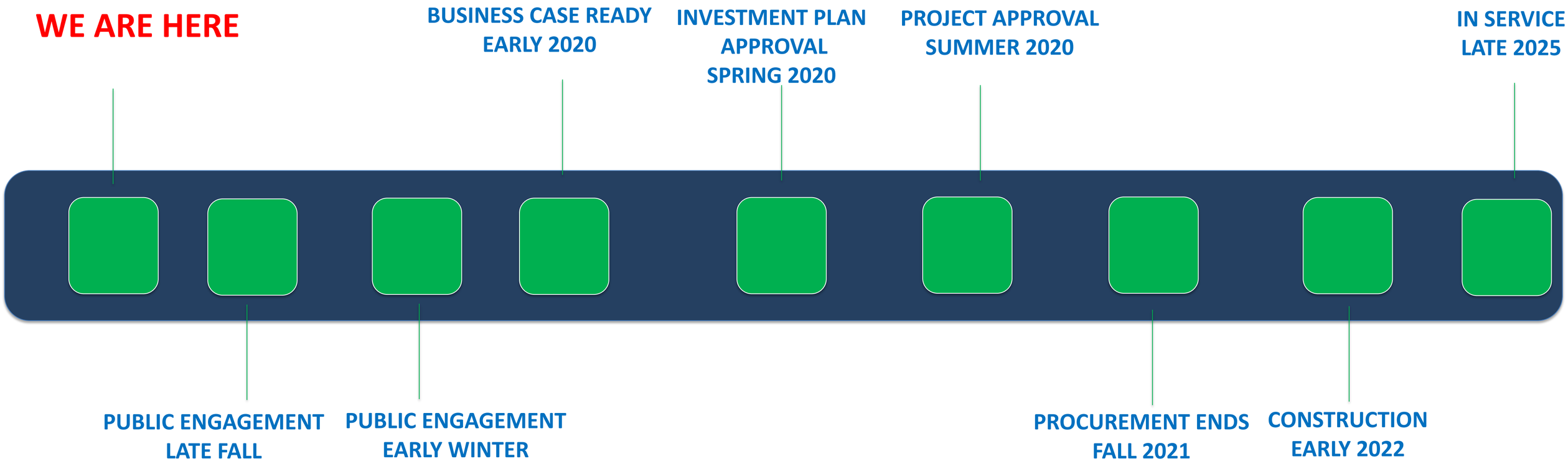
Economic Development: Enhanced Accessibility

- 22 minute travel time from Langley Centre to Surrey Centre (9.5 minutes from Fleetwood)
- **2 million** residents within 60 minutes by transit from Surrey Centre
- The project increases the number of jobs accessible by transit from Fleetwood by nearly **500,000** to more than 800,000 in total
- More than **$250 million** in agglomeration benefits

Caring for the environment

- Environmental Screening Review
  - Informed by First Nations, public, and stakeholder feedback
  - Traffic and transportation
  - Archaeology and heritage
  - Fresh water aquatics
  - Vegetation and wildlife
  - Noise and vibration
  - Land use

Timeline – Moving Forward



104 Avenue and King George Boulevard

In July 2019, regional mayors directed TransLink to explore technology options within the assumed $3.55 billion funding envelope. RapidBus and BRT are the two options that meet this criteria. Future public engagement opportunities will provide you with additional information and ask you for feedback.

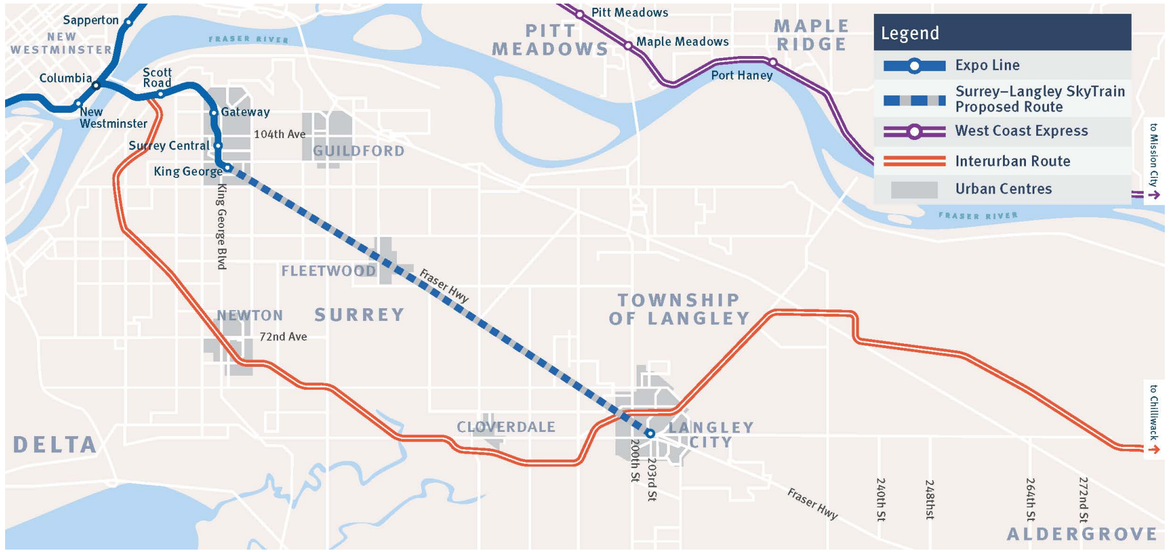
Technology		
Description	• High-frequency, medium-capacity service • Operates on the street, mostly mixed in with other traffic	• High-frequency, medium-capacity service • Operates on the street in its own lane, separated from other traffic
Consistent with the Vision for 27km of rapid transit	No	Yes
Achievable for $3.55 billion	Yes	Partly
Estimated capital cost	(modest costs for ongoing improvements)	700 – 900 million
Daily ridership in 2050	22,000 – 24,000	40,000 – 50,000

Interurban Passenger Rail

The Interurban corridor has been studied as a potential route for passenger rail service twice in the past ten years. Those studies highlighted the following:

- The Interurban is not rapid transit
- The route is long, winding and the Interurban would offer slow travel times and infrequent service through low population areas
- It misses key destinations in Metro Vancouver, including Surrey City Centre and much of Langley
- There are twelve at-grade crossings between Newton and Langley City Centre where trains would impact vehicle traffic
- The at-grade rail passes through 4.5-kilometres of Agricultural Land Reserve (ALR) where poor soils present construction challenges and environmental risks
- It conflicts with current and future freight operations, which would negative impact goods movement in the region

Long term potential of freight corridors for passenger services continues to be assessed by TransLink and the provincial governments.



	Interurban (2012 study)	Surrey Langley SkyTrain (2019 study)
Travel time Langley City to Surrey Central	63 minutes	25 minutes
Estimated ridership per day	3,500 to 5,200	62,000 by 2035
Departures per day	About 40	Over 600 (trains running every 4-5mins in peak periods)
Cost per rider	$110	$11
Cost per kilometer	$50-mill to $85-mill	$195-million

Thank You

Together all the way

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