



Better Surrey Rapid Transit

BIGGER SOLUTION NEEDED FOR SURREY

Both City-wide LRT network and SkyTrain to Langley only will fail to ease congestion, meet transit use objective

6 March 2013

For Immediate Release

A major TransLink rapid transit planning study has misled stakeholders in the City of Surrey in its evaluation of options, in terms of a statement of which options “meet the study objectives.”

The recent release by TransLink, called “Surrey Rapid Transit Alternatives Analysis: Findings to Date”, narrows down the alternatives to be looked at for Surrey Rapid Transit down to four alternatives, each one being based upon three transit modes (bus rapid transit, light rail transit, SkyTrain). A Surrey-based transit advocacy group has found that all four alternatives fall short of one key objective that was completely ignored in this findings to date document: congestion reduction and increasing transit use.

The proposals mostly anticipate to attract a regional transit commute-to-work mode-share of just 16.5% by 2041. This contradicts with an objective presented to all consultants in the study’s backgrounder document, which is to attract a regional sustainable commute (walking + cycling + transit) mode-share of 50% by 2041. With walking and cycling unlikely to see such growth to fully make up for all of the remaining 24.5%, Surrey is being put in a situation where **none** of the proposed rapid transit alternatives will meet this key objective.

Two major goals that LRT in Surrey will not meet

Reducing congestion		Reducing Greenhouse Gas emissions	
Even with a full LRT network in Surrey, transit falls short of attracting enough riders to meet an important congestion reduction goal. <i>Surrey is already responsible for over 1/3 of the region’s car registration growth, and this has to change.</i>		Even with a full LRT network servicing Surrey, Surrey will fall drastically short of meeting the Greater Vancouver regional goal for reducing GHG emissions. <i>66% of Surrey’s GHG emissions come from transportation emissions.</i>	
Transit mode-share with LRT network 16.5% <small>According to: Surrey Rapid Transit Study</small>	Regional goal 50% walk, cycle, transit <small>According to: Surrey Rapid Transit Study</small>	GHG reductions with “aggressive LRT/BRT investment” -4% by 2040 <small>According to: Surrey EnergyShift study</small>	Region-wide GHG reduction target -33% by 2020 <small>According to: Metro Vancouver</small>

“Better Surrey Rapid Transit” is a growing campaign against the Light Rail Transit proposal by Surrey’s Mayor Watts (on the basis that the proposal is inferior to SkyTrain and, as a result, will not meet key modal shift goals and others, such as greenhosue gas emission reduction goals) - and in support of a larger SkyTrain expansion than is currently being proposed by TransLink. Over 150 supporters have stated interest through social media.

“I’m not going to sit here and let my city be ruined by congestion because of incompetence throuhgout this rapid transit planning process” Daryl Dela Cruz
Campaign Director

Media are advised to prepare a large transit campaign launch during 2013. Better Surrey Rapid Transit’s advocacy team continues to work on a series of advocacy case documents to present the reasons that Surrey truly needs SkyTrain and that the at-grade Light Rail system proposed by the local Mayor and Council will simply not do. The documents which will include a new cost analysis, and will also introduce an alternate and more affordable SkyTrain proposal, are slated to be released in stages and in several formats (video, presentation, reports). Another current project involves the preparation of a petition telling Mayor Watts and the City of Surrey to reconsider SkyTrain, which will launch in April 2013.

For additional information or to schedule an interview, please contact:

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Surrey Rapid Transit Alternatives Analysis: Findings to Date
<<http://udi.bc.ca/sites/default/files/events/udi/presentations/Surrey%20RT%20Alt%20Analysis%20-%20Mar%202013%20Findings.pdf>>

Surrey Rapid Transit Study Backgrounder
<http://www.translink.ca/~media/Documents/plans_and_projects/public_consultation/surrey_rapid_transit/design_guide_backgrndr/Surrey%20RTS%20Backgrounder.ashx>



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visit our website
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“Better Surrey Rapid Transit” was established because the decisions that were made two years ago have to change. Mayor Watts has declared at-grade Light Rail Transit (LRT) over SkyTrain for the City of Surrey, and it is a decision that just does not mak sense. We want to tell Mayor Watts that the solution is bigger than LRT, and we’re advocating for that bigger solution that Surrey needs – an expansion of SkyTrain. The City has to be prudent and plan for an option that looks forward to this city’s transit needs in 30 to 50 years.