

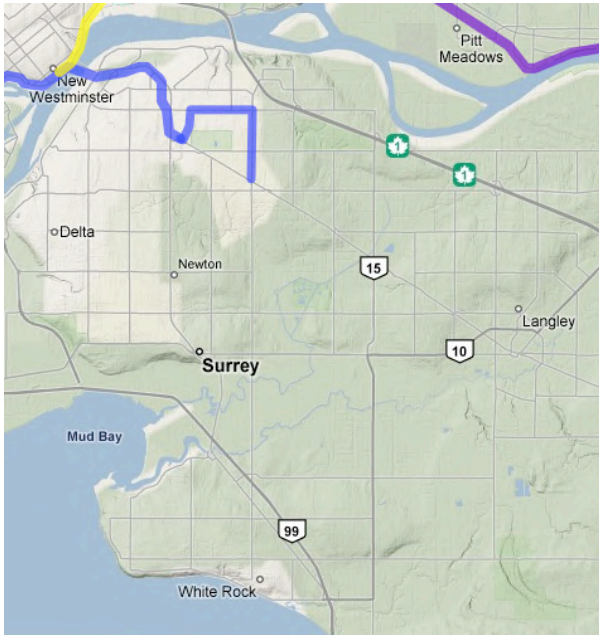
# Transit for Tomorrow

With the release of the Provincial Transit Plan, the Province has promised \$1.1 billion dollars towards a six-kilometre expansion of the Expo Line SkyTrain in Surrey - date of completion: 2020.

\$1.1 Billion. For 6 km. By 2020.

**Absolutely unacceptable.**

South Fraser residents deserve better. We can get a ton of transit for \$1.1 billion.  
We just have to look beyond SkyTrain to light rail.



Left: The network with the Provincial Transit Plan. Right: The proposed light rail network with the King George Line (light blue), the 200th Line (orange), and the Interurban Line (pink).



I propose a network of 43.4 kilometres of light rail.  
All for the same cost!

**43.4 km.**  
**Electric Light Rail.**  
**Same price tag.**

Light rail is run at-grade, which reduces the cost and helps build a bustling streetscape. Light rail systems exist across Europe and Asia, and more locally in Calgary, Edmonton, Portland, Seattle, and Sacramento.

**Vote - Paul Hillsdon for Surrey City Council - Nov. 15th**

# Three rapid light rail lines across Surrey and Langley

## King George Line [10.2 km] [\$306 M]

### Connections

SkyTrain Expo Line  
The Interurban Line  
  
Surrey City Centre  
Guildford Town Centre  
Newton Town Centre

## 200th Line [7 km] [\$210 M]

### Connections

The Interurban Line  
  
Langley City Centre  
Willowbrook Town Centre  
Willoughby Neighbourhood  
200th St. Industrial Area  
Walnut Grove Neighbourhood

## Interurban Line [26.2 km] [\$697 M]

### Connections

SkyTrain Expo Line  
The King George LRT Line  
The 200th LRT Line  
  
Surrey City Centre  
Newton Town Centre  
Cloverdale Neighbourhood  
Langley City Centre



### Why light rail?

1. It attracts choice riders.
2. It's fully accessible.
3. It's environmentally sound.
4. It's cheaper to operate than a bus.
5. It encourages smart growth.

| Technology                | Cost per kilometre |
|---------------------------|--------------------|
| Light rail                | \$27 M             |
| Canada Line               | \$105 M            |
| SkyTrain Evergreen Line   | \$127 M            |
| SkyTrain Surrey Extension | \$183 M            |
| SkyTrain UBC Line         | \$233 M            |

## Light rail is a proven technology

Light rail has been implemented, in various forms, in over 566 transport networks across the world. Light rail, unlike Bombardier's SkyTrain, is non-proprietary, leading to well tested and cheaper technology.

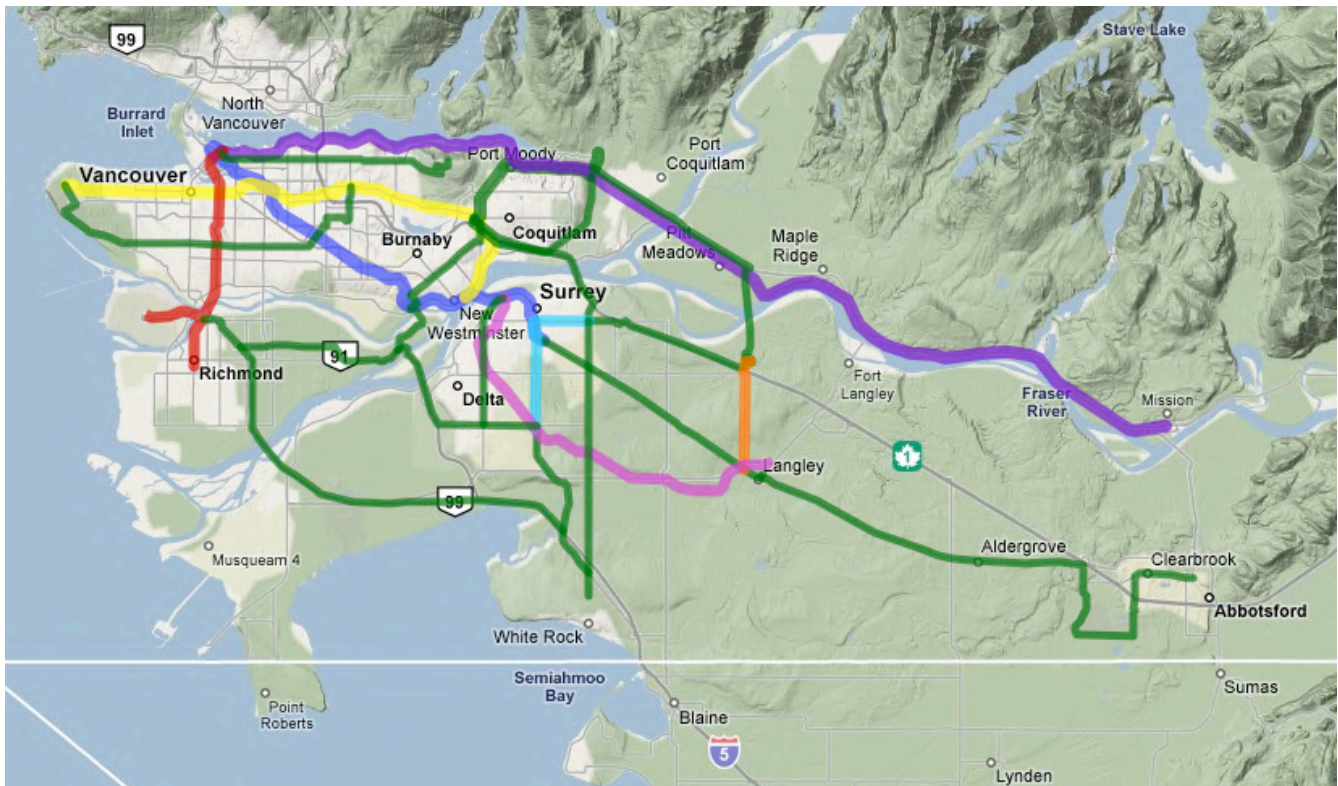
Furthermore, with municipalities feeling the fiscal imbalance squeeze, coupled with a need for vast transit expansion, cities around the globe are adopting the model of building multiple light rail lines versus one expensive subway or metro line. Such is the case today in Los Angeles, Seattle, and Toronto.



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# Light rail + Rapid Bus = a whole new transit network



Rapid bus routes (in green), similar to existing B-Line buses, are limited stop, high frequency and high capacity. They will extend the reach of the rapid transit network across the whole region. They will connect even more communities with light rail, SkyTrain, and West Coast Express.

The majority of routes above were present in the Provincial Transit Plan. New routes envisioned include Rapid Bus to

- Abbotsford via Aldergrove,
- along 152 St,
- along Scott Road,
- Newton and Bridgeport via Annacis Island,
- a crosstown route along 10th Ave between Queensborough and Lougheed Town Centre,
- along Lougheed Hwy from Lougheed Town Centre to Coquitlam Centre.

All costs have been calculated on estimates per kilometre as presented in the TransLink/ DLR Interurban report.

The King George and 200th Lines are electric light rail at a cost of \$27 million per km.

The Interurban Line is a diesel light rail route at a cost of \$23 million per km.

| Line        | Km    | Cost       |
|-------------|-------|------------|
| King George | 10.2  | \$275.4 M  |
| 200th       | 7     | \$189 M    |
| Interurban  | 26.34 | \$605.82 M |
| Total       |       | \$1.07 B   |



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