

5. The CN line which runs along the south side of the Fraser River serving Thornton Yard and connecting to the Southern Rail line, under the Pattullo Bridge.

The B.C. Rail Port Subdivision and the Southern Railway of B.C. (SRY) line west of 184 Street are provincially regulated while the BNSF, CP, CN and SRY line east of 184 Street are federally regulated by Transport Canada. Appendix 1 contains a map of the rail network in Surrey and the Lower Mainland showing the rail lines, numbered as indicated in the preceding list, including connections between the rail lines.

By definition, rail lines are linear and they can create challenges at the interfaces with the adjacent neighbourhoods and at the interface with other transportation corridors, primarily vehicular but also pedestrian corridors. The primary impact of rail operations in neighbourhoods is usually nuisance created by noise. Rail noise is comprised of whistling as a warning to vehicles and pedestrians near the track, wheel noise against the track, and by the engine and frogging noise related to accelerating and decelerating. The federal government does not have noise standards and municipal by-laws do not apply to federally and provincially regulated lands, such as rail roads.

Neighbourhoods and the larger road and pedestrian network are also impacted by congestion and delay to vehicles and pedestrians when yielding the right-of-way to trains at at-grade crossings. Warning of impending train use is accomplished by a variety or combination of means ranging from whistling at intersections to automatic gates, bells, and flashing lights. The warning mechanism is primarily based upon the usage of the track and the road. When drivers do not receive adequate warning or ignore warnings, at-grade crossings become unsafe. Enhancement of warning devices may be justified as volume of vehicles increase, culminating in the need for grade separation. Grade separation is the ultimate solution to the safety, delay and congestion problems because it both eliminates the need for trains to whistle and it eliminates the need for road network users to yield to rail users. Grade separation can also allow rail line operators a larger area unencumbered by road traffic to create sidings, areas for switching tracks and areas for shunting trains together.

DISCUSSION

The City of Surrey is involved with the rail companies, the rail regulators and other transportation agencies in a variety of initiatives related to community interface in Surrey. A summary of the current status of the rail interface initiatives that the City is involved in are summarized in Table 1.

INITIATIVE	DESCRIPTION	STATUS
Roberts Bank Corridor Road Rail Interface Study	The study is looking at long-term solutions over the 2006-2021 period for road and rail improvements including the Port Subdivision, to enable port growth. Surrey's priorities for grade separation are 152 Street and 192 Street/196 Street. Sponsored by Transport Canada, Vancouver Port Authority (VPA), MOT, GVTA and the Greater Vancouver Gateway Council.	Report is complete and the findings are summarized in a separate corporate report.

INITIATIVE	DESCRIPTION	STATUS
Roberts Bank Rail Safety Assessment Study	A study initiated by Surrey with a view to implementing anti-whistling on the Roberts Bank rail line, including the Port Subdivision through Panorama Ridge. Copies of the study were submitted to the relevant rail authorities in the fall. If approved, the City will need to meet insurance and crossing requirements, in order to reduce whistling.	Must be reviewed by affected rail companies. Expected completion time is 2 years from date of submission.
Willowbrook Regional Town Centre Committee	Initiated by the Township of Langley, the committee has become a forum for rail users and government agencies, including municipalities, to address operational issues at the road rail interface. The rail line of concern is the Roberts Bank Rail Corridor.	Due to the increasing emphasis placed on the road rail interface, the committee has been replaced by other committees that Langley and Surrey are part of and may be disbanded.
Surrey-Vancouver Port Authority Liaison Committee	As a major customer of the rail companies, the Vancouver Port Authority has accepted some responsibility to address some of the concerns related to road and rail traffic to/from the port. The Liaison Committee also functions as the Surrey-VPA Noise Management Committee that was stipulated in the Environmental Impact Assessment for the 3 rd Berth at Deltaport.	This liaison group has only started meeting since the middle of 2006.
Terminal Two at Deltaport Environmental Assessment Study	Although the third berth environmental permit was awarded within the last month, the VPA has indicated its desire to pursue a permit for a second terminal at Deltaport. A second terminal would significantly increase the rail traffic and train lengths on the Roberts Bank line.	Not yet announced.

In addition to the preceding, the City also is continuing to work with community groups in two locations:

- **Panorama Ridge:** The Panorama Ridge Ratepayers' Association has made a previous delegation to Council with engineering providing a corporate report to Council. The community is very concerned with ongoing and persistent train related noise in the 127A Street area. The noise is related to whistling and train shunting as the BNSF line joins/separates from the BC Rail Port Subdivision line. To further compound the situation, the topography of the area does not provide any natural mitigation of train noise and installing a sound barrier at this location is thought to be difficult and expensive. The City is actively pursuing an anti-whistling by-law for the at-grade crossing that impacts this area; however, informal feedback from the BNSF is that they will not agree to a whistle cessation by-law in this location. Although improvements to rail cars have taken place since the 2004 noise profiles were created for the 3rd Berth expansion, the noise level has remained unchanged, according to anecdotal reports from the Ratepayers' Association. The City will continue to work with BNSF and the BC Safety Authority to obtain whistle cessation at this location.

- Elevator Road: Late in 2006, a petition was received by the Clerk's office regarding train noise in Royal Heights. A separate corporate report will be prepared which will address the history of this crossing, but the City acknowledges that train related noise can be significant in this area. The City has already begun a process of implementing anti-whistling in this location, but it is uncertain if BNSF will be able to agree to a whistle cessation by-law at the Elevator Road location due to the ongoing safety issues at this location. There is still uncertainty on the treatment for this crossing under the Gateway Program's SFPR project. As a result, the City will work with the Gateway Program to address the issues at this location to determine the best approach for whistle cessation. Staff will bring forward a follow-up report on the Elevator Road crossing once more of these details have been resolved.

CONCLUSION

Rail traffic is an important element of the City of Surrey's history and development but as the City grows, the impact of rail use on community mobility and livability will increase. Generally speaking, over the past few years, the public is becoming less tolerant of the impact of rail traffic on livability in the Lower Mainland and Surrey.

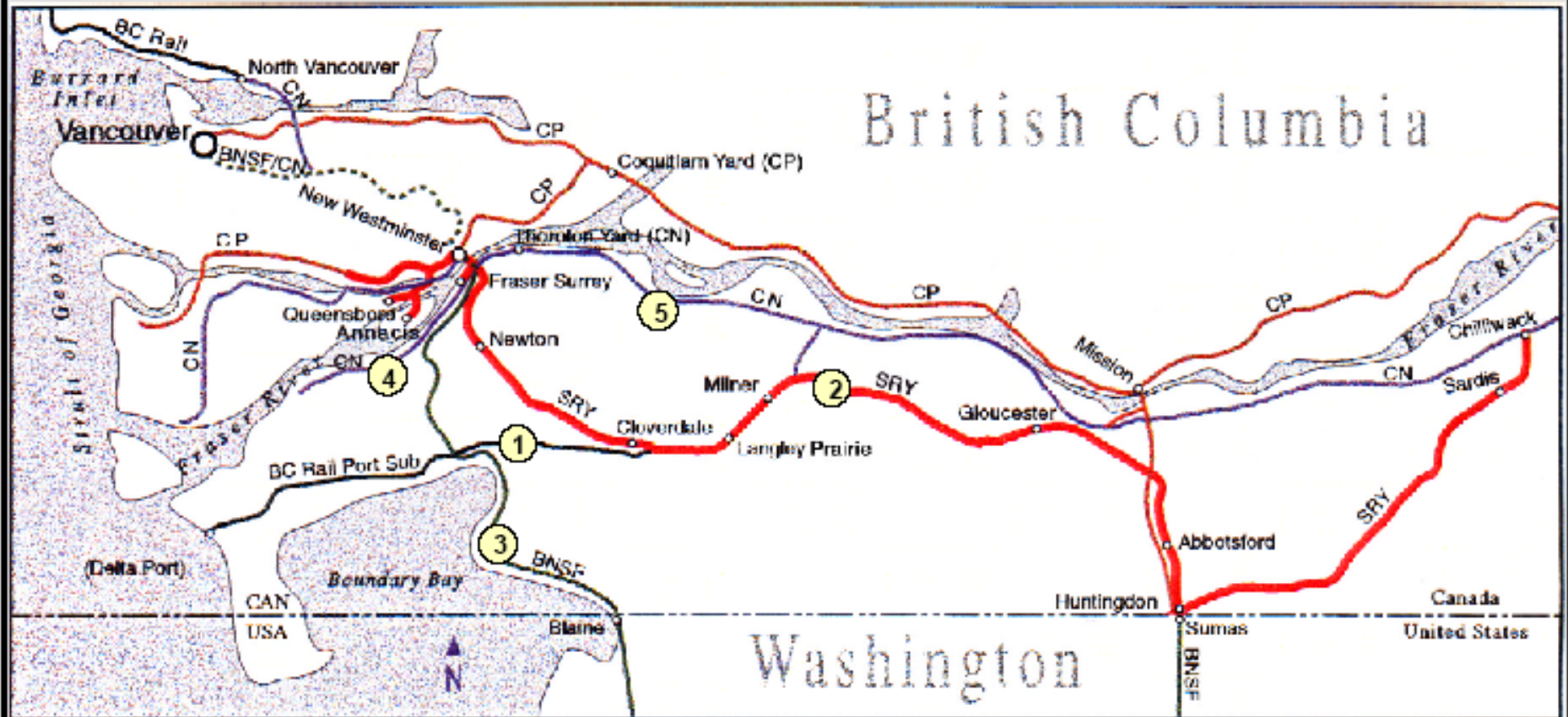
Through various studies and committees with other agencies, the City is actively working to mitigate the impact of rail use in the adjacent neighbourhoods and the other elements of the transportation network. However, due to jurisdictional issues and the complexity of the problem, the process of mitigating the impact of rail use is challenging, lengthy and solutions may be expensive. Municipal by-laws do not apply to federal or provincially regulated lands. Implementing anti-whistling by-laws usually means addressing the liability concerns of rail companies by upgrading crossings including installing additional warning equipment and potentially increasing the City's insurance coverage to cover a possible liability claim.

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Appendix 1 - Rail Network in Surrey and the Lower Mainland (map)

APPENDIX I



LEGEND

1 - BC RAIL	3 - BNSF LINE	5 - CN LINE
2 - SOUTHERN RAIL	4 - CP LINE	

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RAIL NETWORK IN SURREY AND LOWER MAINLAND

ENGINEERING DEPARTMENT

No data provided is compiled from various sources and is NOT warranted as to its accuracy or efficiency by the City of Surrey. This information is provided for information and convenience purposes only. For status, legal descriptions and encumbrances must be confirmed at the Land Title Office. (G:\MAPPING\GIS\MAPS\CORPORATE REPORTS\AssnCoffee_RailNetwork_Surrey_LowerMainland and