

1. CALL TO ORDER

Call to Order – 1:37 PM

2. TERRITORIAL ACKNOWLEDGMENT

We respectfully acknowledge that the SFSS is located on the traditional, unceded territories of the Coast Salish peoples, including the x^wməθk^wəyəm (Musqueam), Sk̓w̓x̓wú7mesh Úxwumixw (Squamish), Sel̓íl̓wítulh (Tsleil-Waututh), k^wik^wəłəm (Kwkwetlem) and q̓ic̓əy̓ (Katzie) Nations. Unceded means that these territories have never been handed over, sold, or given up by these nations, and we are currently situated on occupied territories.

3. ROLL CALL OF ATTENDANCE

3.1 Committee Composition

VP University Relations (<i>Chair</i>)	Shina Kaur
President.....	Giovanni HoSang
At-Large Representative	Rayhaan Khan (<i>via phone</i>)
Board of Directors Representative.....	Osob Mohamed
Board of Directors Representative	Emerly Liu
Board of Directors Representative.....	Jennifer Chou
Student At Large	Simran Randhawa
Student At Large.....	Stephanie Chiakwelu
Student At Large	Phum Luckkid
Student At-Large	K M Sabah Khan
Student At Large	Sude Guvendik
Student At Large	Mohammed Daanyaal Sheikh

3.2 Society Staff

Executive Director.....	Sylvia Ceacero
Campaign, Research, and Policy Coordinator.....	Sarah Edmunds
Executive Assistant	Shaneika Blake
Administrative Assistant.....	Kristin Kokkov

3.3 Guests

Council/Board Liaison	Gabe Liosis
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3.4 Regrets

Student At Large	Mohammed Daanyaal Sheikh
Board of Directors Representative.....	Osob Mohamed

3.5 Absent

Student At Large	Stephanie Chiakwelu
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4. RATIFICATION OF REGRETS

4.1 MOTION UAA 2019-11-25:01

Emerly/Sabah

Be it resolved to ratify regrets from Mohammed Daanyaal Sheikh and Osob Mohamed.

CARRIED AS AMENDED

Amendment: add regrets from Osob Mohamed.

5. ADOPTION OF THE AGENDA

5.1 MOTION UAA 2019-11-25:02

Simran/Emerly

Be it resolved to adopt the agenda as amended.

CARRIED AS AMENDED

Amendment: add discussion item 7.6 Knock-Out Campaign.

6. MATTERS ARISING FROM THE MINUTES

6.1 MOTION UAA 2019-11-25:03

Sabah/Emerly

Be it resolved to receive and file the following minutes:

- UAA 2019-10-28

CARRIED

7. DISCUSSION ITEMS

7.1 SAAM Campaign Collaboration Options

- January is the Sexual Assault Awareness Month
 - There are three options for collaboration:
 - hosting an event specific for UAA,
 - make already planned events open to community,
 - having social media events.
 - The option is to have an event at the Women's Centre and at the Out on Campus;
 - In the Women's Centre there will be a Breakfast event and this event can be a collaboration.
 - The funding will be taken from the Women's Centre budget.

7.2 Gondola Open House materials

- High level overview of the entire project will be provided.
- The plan is to organize this event on the 3rd week of the new term (20th – 24th January).
- The place will be next to Renaissance Café.
- This will be an information campaign, but also the chance for students to give feedback;
- It was suggested to have the event for 2 days, so that students who don't have classes every day, could also attend.
 - 10:30 AM – 2:30 PM Tuesday and Wednesday (21st and 22nd of January)

7.3 Returning for Spring 2020

- Everybody will return next term.
- Because of non-attendance, the At Large members can be automatically removed from the committee.
 - If they have not attended about half of the meetings, there is no need for a motion to remove them from the committee.

7.4 Spring 2020 General Plan

- There will be SAAM, Gondola Open House, and Open Education Resources Campaigns

7.5 Times for spring semester

- Tentative time to meet next term is before the end of January
- Next term schedule is not certain yet.

7.6 Knock-out campaign

- A campaign that BC FS is organizing to get rid of the federal student loans.
 - This could be taking place in February or in March;
- Although SFSS is not part of BC FS, we can still collaborate with them
 - UBC AMS can also be our partner

8. ATTACHMENT

- Gondola Campaign Backgrounder.pdf

9. ADJOURNMENT

9.1 MOTION UAA 2019-11-25:03

Simran/Emerly

Be it resolved to adjourn the meeting at 2:09 PM.

CARRIED

SFSS GONDOLA CAMPAIGN BACKGROUND

History and Timeline

2009 – SFU Community Trust Proposed Burnaby Mountain Gondola Transit Project

- Gondola feasibility study released by SFU Community Trust (UniverCity) – a comprehensive study that examined the feasibility of a gondola, including design options, and 5 route options

2011 – TransLink business case and alternatives assessment

- Pre-consultations and consultations with community members, including Forest Grove residents
- Phase One and Two Consultation Summary Reports released that found a great deal of community opposition, with the primary concern being impacts on the environment, conservation area and nature and wildlife
- The business case report and alternative assessments (including 4 route options) for the Burnaby Mountain Gondola Project (BMGT) are released, providing a comprehensive review of alignments and technologies

2013 – TransLink Regional Transportation Strategy

- TransLink’s plan to guide transit development until 2045
- Investment priorities are: Expo Line upgrades, Surrey, Broadway-UBC corridor & Burnaby Mountain/SFU

2014 – TransLink Ten-Year Vision

- The gondola is mentioned, and continued work on the project is suggested, although capital funding is not allocated

2016 – Ten-Year Vision: Phase One

- The report mentions that one goal is to “Update 2011 assessment of high-capacity transit connection between SkyTrain and [SFU] Burnaby Mountain campus”

2018 – Ten-Year Vision: Phase Two & Updated TransLink Feasibility Study

- Phase Two investments include funding the planning, with partners, for “A potential gondola from the Millennium Line to SFU Burnaby Campus”
- The updated feasibility study was based on the earlier alternatives assessment, and proposed 2 routes for BMGT, recommending a straight line from Production Way/University

2019 – TransLink Transport 2050 consultation & Burnaby City Council approves the BMGT in principle

- Responses to the Transport 2050 survey indicated that a gondola to SFU was the second most frequently mentioned idea from Metro Vancouverites
- Approval from council is contingent on the exploration of three different route options, addressing potential impacts of the project on area residents, and obtaining senior government funding, by TransLink

Need for the Project

TransLink, the transit authority and operator in Metro Vancouver, provides a discounted transit pass for students across the region, which currently enrolled students generally cannot opt out of. Nearly 95 percent of SFU undergraduate students consider reliable TransLink services important or very important. This figure is unsurprising, as 88 percent of SFU students regularly commute to school on public transit, compared to the national average of 57 percent. Furthermore, SFU students have an average transit commute time of 95 minutes roundtrip, compared to the national average of just 50 minutes. In order to address safety, environmental, and future growth concerns,

Benefits of the Project

Improved Commuter Safety

The BMGT project proposal offers a more efficient, reliable, and safe transportation alternative for students in the event of heavy snowfall, earthquake, fire, or hazardous event from the Burnaby Mountain tank farm, located adjacent to SFU. If any of these events cause a road closure, it would be impossible for traffic, including emergency personnel, to enter or exit Burnaby Mountain. Future student safety and well-being are a significant concern as the pressure on the existing transportation system over the next decade will increase with the growing SFU student population as well as the expected growth of the UniverCity residential community on Burnaby Mountain. According to the 2019 SFSS Advocacy Survey results, roughly 62% identified Trans Mountain tank farm safety issues as very important or important.

A More Sustainable Form of Transportation

Sustainable transportation, which includes public transit, active transportation such as walking or biking, and even carpooling, has been shown to have many benefits, including contributing less to pollution, reducing traffic congestion and accidents, improving health, and reducing stress. The current fleet of diesel buses emit 1,700 tonnes of greenhouse gases (GHGs) every year. Implementation of the gondola is projected to reduce greenhouse gas emissions by an estimated minimum of 2,348 tonnes annually, due to decreased vehicular traffic traveling up Burnaby Mountain. Transit-oriented development is a key driving force of both sustainable mobility and sustainable urbanization. Funding a more sustainable form of public transit would allow for not only more sustainable transit development, but more sustainable land use and urban development planning Metro Vancouver.

A Reliable, Frequent and Fast Way Up the Mountain

SFU Burnaby Campus is host to the majority of all SFU undergraduate students. Transit service to Burnaby Mountain has become significant problem. Currently, 25,000 people commute by bus to and from Burnaby Mountain every day, with demand expected to grow by 60 percent over next twenty

years. Many people wait over twenty minutes before boarding due to regular pass-ups, despite service occurring as often as every two minutes at peak times. Commuters taking buses at peak hours report that up to four full buses may pass them before they can board. The UniverCity population has increased from 3,000 residents in 2011 to 5,000 in 2017, which is projected to grow over 8,000 by 2020. Increased demand on an already strained system have led TransLink to conclude that bus service will not meet this growing demand in the future. A gondola could reduce travel time to as little as 6 minutes from the nearest SkyTrain station, leave every 1 minute, and carry up to 3,000 people per hour, without having to compete with rush hour traffic, construction or other roadway problems. This replacement would free up buses for use on other routes, reduce waiting times for riders and encourage greater use of public transit.

Options

Option #1 – Production Way/University Straight Line

The 2018 feasibility study selected a 2.7 km straight-line route as the preferred alternative that would replace the existing 145 bus route that serves over half of the people who take transit to Burnaby Mountain (**Figure 1**). The proposed system would carry up to 3,000 people per hour with gaps of less than one minute between cars, making travel time to SFU campus just 6 minutes. As Production Way/University station is on both the Expo and Millennium lines, it would serve the greatest amount of people in the most efficient way. TransLink estimates the cost of this route option to be \$197 million in 2020 dollars, including the acquisition of aerial property rights. Despite this being the fastest and least expensive route option that also avoids passing over the tank farm, the gondola would pass directly over homes in the Forest Grove neighbourhood just south of Burnaby Mountain. In their decision to approve the gondola in principle, some Burnaby city councillors pointed to the need for compensation for the affected residents if this preferred route is selected. This route option is preferred by both TransLink and SFU.



Figure 1: Preferred gondola route from Production Way-University SkyTrain station to SFU

Option #2: Production Way/University Curved

Also proposed in the 2018 feasibility study, another Production Way/University station alignment would create a detour that takes the gondola to the southeast corner of Burnaby Mountain, before making a 90-degree turn that will take it to SFU campus (**Figure 2**). This 3.4 km route would thus require an additional mid-station building, but it will not pass directly over any homes. However, this option would be both longer and more expensive than Option #1, requiring passengers to walk roughly 200 metres from Production Way/University station to the proposed gondola terminal, taking around 10 minutes to reach SFU, and costing \$255 million in 2020 dollars in construction and operating costs. Additionally, although this route would not pass directly over any homes, it would pass closer to a greater number of homes than the straight route option, and ridership will be lower than Option #1. Perhaps the greatest disadvantage of this route is that the mid-station building and tower will have to be built in the middle of the Burnaby Mountain Conservation Area.



Figure 2: Gondola route from Production Way-University SkyTrain station to SFU with midway station

Option #3 – Lake City Way

The third route option was identified in the 2009 SFU Community Trust study, and would start at Lake City Way Station and would pass over Burnaby Mountain Golf Course, west of the tank farm, thus avoiding passing over or near many homes (**Figure 3**). Similar to Option #2, a near 90-degree turn is also needed, adding to the length of the route — 59% longer than Option #1 and 19% longer Option #2. This alignment also would have a higher travel time than Option #1, reducing the system's ridership potential. Construction and operating costs would be the highest of any of the route options due to the added length and turn requirements. This option will be explored with and without a new Expo line connection to Lake City Way. The Expo line connection would improve ridership but increase costs even further. Although this route will be longer than Option #2, it eliminates the need to walk from the station to the gondola, so total travel time will be roughly the same.



Figure 3: Gondola route from Lake City Way SkyTrain station to SFU with midway station

SFSS Work to Date

The SFSS VP External has written eight letters of support for the BMGT to Burnaby city councilors, MLAs, and MPs. Funding for the BMGT project Phase II has yet to be committed. The SFSS President and VP University Relations attended Burnaby City Council meetings on May 27, 2019 to provide student representation. The SFSS President also had an interview with CTV to show support for the BMGT project that same day. The project was approved in principle by the Mayor's Council on Regional Transportation for Metro-Vancouver at a meeting on July 25, 2019, which was attended by a SFSS University and Academic Affairs Committee Representative.

What Students Can Do

The Burnaby Mountain Gondola Transit project feasibility study and project planning and development are funded; however, there is no committed funding for construction of this project yet. Stay tuned for more information on public consultations and how you can share your voice with TransLink.

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