



City of Surrey

Transportation Committee

Minutes

Executive Boardroom
City Hall
14245 - 56 Avenue
Surrey, B.C.
THURSDAY, APRIL 20, 2006
Time: 12:00 pm

Present:

Chair - Councillor B. Bose
Councillor M. Hunt
Mayor Watts

Absent:

Staff Present:

P. Ham, General Manager, Engineering
J. Boan, Transportation Manager
V. Lalonde, Manager, Utilities &
Transportation
C. Bonneville, Legislative Services

DELEGATION

Mr. Peter Holt, Executive Director, Surrey Chamber of Commerce, Mr. Terry Lyster, Former Planning Director, Langley Township, and Mr. Allen Aubert, Secretary, Fraser Valley Heritage Railway Society (FVHRS) provided a presentation on Community Rail and how it fits into community transit. Mr. Peter Holt provided the following comments:

- Currently there is passenger service running on the 1910 BC electrical rail line from the New Westminster rail bridge through to Cloverdale. We have calculated some base figures as to the cost to bring this rail line up to a grade for use ability.
- The Surrey community rail will not operate like the West Coast Express to shoot everyone into the lower mainland. The Surrey community rail would be operating all day running from the Scott Road Station, with stops in the Newton industrial lands, Punjabi market, Newton Crossing, Sullivan and into Cloverdale.
- The community rail will decrease congestion on the roads, and it is relatively inexpensive to bring into reality.
- TransLink is requesting that we prove rider-ship and they will be reviewing the requirements of sustainability.

In response to questions from the Committee, the delegation stated the following:

- There are a number of railroad ties that are deteriorated, and more railroad ties are required for passenger trains verses freight trains.
- There are legal and contractual issues that we need to understand with BC Hydro as they have ownership of the land and passenger rights.
- We will need to demonstrate that freight and passenger rails can exist together.
- The rail cars are low emission and energy efficient and this would be an opportunity for BC Hydro to grandstand for the 2010 Olympics.
- There is 13 miles of track from Cloverdale to Scott Road, the cost of upgrading for the City is 4.2 million and the annual maintenance would be 200,000 per year, however we do not know what Southern Rail would charge to access the tracks, the cost of maintaining the tracks, and the cost of rail car maintenance, insurance, and employees.
- We have received approval in principal from BC Hydro to operate the heritage rail on their tracks.
- Regarding south of the Fraser Area Transit Plan, we have had two meeting with the Project Advisory Committee.

The Committee members requested from the delegation an updated informative package at the next Transportation Committee meeting.

The General Manager of Engineering advised that he would assist along with the Mayor's office to provide information as requested by the delegation.

A. ADOPTION OF MINUTES

It was
Committee meeting held on March 3, 2006, be adopted.

Moved by Councillor Hunt
Seconded by Mayor Watts
That the minutes of the Transportation
Carried

B. BUSINESS ARISING FROM MINUTES

1. TC Terms of Reference

The Transportation Committee (TC) terms of reference are to be adopted by the TC and this recommendation put forward to Council.

The Chair advised that terms of reference were received at the last Transportation Committee and a recommendation to Council is not required, as the Transportation Committee is a standing committee appointed by the Mayor.

2. TransLink Review of South of Fraser Transit Plan

File no: 0500-01

Staff provided a presentation on their assessment of the TransLink South of the Fraser Area Transit Plan (SOFA-TP) and proposals/process for city input and involvement.

Following are some of the comments made during the SoFA-TP presentation:

- The SoFA planning structure was reviewed for the members of the committee.
- The Planning process will have public consultation at every phase. The phases are as follows: 1. Future Transit Strategies; 2. Review Current Network; 3. Draft Plan; 4. Final Plan, to be completed in the summer of 2007.
- The SoFA Transit plan is the first Area Transit Plan (ATP) to use sub-regional planning areas; first ATP to consider areas outside GVRD; first ATP to integrate Custom Transit planning; first ATP to have a long-range component; and existing network reviewed with a long-term integration focus.
- The major deliverables are: integrated long range transit strategy; rapid transit strategy; custom transit and community shuttle strategy; review and revise base network; four sub-sector improvement plans (5 year implementation plans); capital fleet and facilities plan.
- Some key considerations will be: Canada Line integration; new regional connections created by the completion of the Golden Ears Bridge; influence of

the Gateway Project on the region and into the Fraser Valley; rapid transit planning to preserve corridors for the future; Urban Transportation Showcase Project; future local road networks.

- Surrey goals of the SoFA Transit Plan are:
 - Improve land use-transit integration;
 - Increase transit mode share;
 - Raise awareness and interest about transit;
 - Provide input to the Liveable Regions Strategic Plan (LRSP) and Strategic Transportation Plan updates;
 - Transit “vision” for the future – ability to protect and plan for future rapid transit;
 - Investment that reflects the current and future position of Surrey – population, employment;
 - Defined and detailed new routes, service improvements and additional service hours;
 - Priorities for future improvements but flexibility to meet changing growth patterns; and
 - Proactive rather than reactive approach to implementing new transit routes.
- Steps that Surrey has taken are:
 - Hired a transit specialist;
 - Advised TransLink that we intend to be more involved in developing the plan; and
 - Provided early input to improve the work program and ideas for future considerations and needs.
- The next steps for Surrey are:
 - Identify four members for Public Advisory Committee;
 - Engineering and Planning “visioning” exercise on the future of transit in Surrey;
 - Possible “visioning” session with Council;
 - Assessment of current transit shortfalls, new areas to influence mode choice, future growth areas and needs; and
 - Work with TransLink to maximize transit investment in and options for Surrey.
- Ways that Surrey support transit:
 - Land use plans supportive of transit;
 - Involvement in Showcase and Travel Smart;
 - New bus bench contract;
 - Parking management strategies;
 - Completing missing links in the road network (contained in the 10 year plan) to provide more options for and penetration of transit service; and
 - Enhanced transit user amenities and infrastructure.

It was Moved by Councillor Hunt
Seconded by Mayor Watts
That the Transportation Committee endorse
the concept of community rail as part of the review of the South of Fraser Area
Transit Plan.

Carried

- Consideration is required to Abbotsford long-term needs and how the services are connected.
- Liaising with TransLink is required as there are a number of planning initiatives that are being done at TransLink.
- Currently there is no transportation review underway for the area from Abbotsford to Aldergrove. There is a steering committee of Mayors.
- There is a need to recognize the total needs of South of the Fraser and it should be understood that municipalities should be linked together.
- Should improve accessibility to reduce reliance on the handydart service.
- Surrey needs to play a leadership role in the process.
- Staff and the working group should interface with the municipality of Abbotsford.

It was Moved by Councillor Hunt
Seconded by Mayor Watts
That TransLink invite the City of
Abbotsford to the table regarding the TransLink review of the South of the Fraser
Area Transit plan.

Carried

3. John Greco - Delegation Request

File no: 0220-01; 0550-20-10

At the Monday, January 9, 2006 Public Hearing meeting Council referred Mr. Greco to the TC. He is requesting to appear regarding the Patullo Bridge; traffic on 104 Avenue, and garbage along sidewalks in N. Surrey.

Engineering staff advised that they have contacted Mr. Greco and resolved his concerns.

4. Arlene Laing - Delegation Request

File no: 5460-20; 0550-20-10

At the Monday, February 13, 2006 Regular Council meeting Council referred Ms. Laing to the TC. She is requesting to present a petition lobbying for the installation of a pedestrian-controlled light at the crosswalk located at 132 Street and Huntley Street.

Engineering staff advised that they have met with Ms. Laing and she is satisfied with their resolve to her issues.

5. Correspondence from Mayor's Office

It was
received.

Moved by Councillor Hunt
Seconded by Mayor Watts
That items B.5 (a) through to (h) be

Carried

The Mayor advised that the Mayor's office will respond accordingly to the following correspondence.

(a) **Letter from MLA regarding expanding commuter load on Highway #1.**
File no: 0500-01

(b) **E-letter from Elaine Shigetomi regarding installing speed bumps on Pattullo Bridge.**
File no: 5400-05

It was suggested that Ms. Shigetomi be advised of the status of the road network and the reinstating of the photo radar.

(c) **E-letter from Lori & Amanda Sterling regarding a new bridge.**
File no: 5400-05

(d) **E-letter from Pieter Spierenburg regarding using the old railway bridge rather than barrier on the Pattullo Bridge.**
File no: 5400-01 M

It was suggested that Mr. Spierenburg be advised of the TransLink's review of the South of Fraser Area Transit plan.

(e) **Letter from M. Creagh regarding twinning the existing Pattullo Bridge.**
File no: 0220-01 M

(f) **Letter from Robert Briggs regarding twinning the Port Mann Bridge and the company 'Solicor' and their new construction technique for bridges.**
File no: 5400-01 M

It was suggested that the letter from Mr. Briggs be forwarded to TransLink.

(g) **E-letter from Paul Manning regarding alternatives to bridge twinning, specifically the inter-urban rail.**
File no: 0500-01 M

(h) **Letter from Rose Scott proposing a bus route in the Fraser Heights area**
File no: 8500-01

C. NEW BUSINESS**1. Corporate Report R054 – Amendments to the Fine Schedule and Schedule of Fees of Oversize and Overweight Vehicles, Surrey Highway and Traffic By-law No. 13007**

At the Regular Council – Public Hearing Meeting held on March 27, 2006, Council passed a resolution that Corporate Report No. R054 be referred to the Transportation Committee for review. Attached is Corporate Report No. R054 for TC's review.

Councillor Hunt advised that this by-law was introduced and given final adoption. The individual truck routes will be coming back to the Transportation Committee.

2. Cloverdale Bypass

At the Regular Council Meeting held on April 3, 2006 Mayor Watts reported that the bypass on 176 Street has blocked off access to the Cloverdale downtown area. She requested this item be referred to the Transportation Committee for review.

The General Manager of Engineering advised that 58 Avenue is a new road that is currently under construction. When completed, it will provide direct access to downtown Cloverdale with a full movement signalized intersection at Highway 15. 57 Avenue is a full movement intersection with a pedestrian only activated signal. Access to Cloverdale Town Centre from Highway 15 (176 Street and Cloverdale By-pass) is available at 60 Avenue, 58 Avenue, 57 Avenue, and Highway 10 (56 Avenue).

Mayor Watts left the meeting at 1:30 p.m.

D. STAFF PRESENTATIONS**1. 105 Avenue – Interconnectivity in City Centre/Guildford**

Engineering staff provided a presentation regarding the interconnectivity in the City Centre/Guildford area.

The Engineering staff made the following comments during their presentation of the proposed 105 Avenue Collector Road:

- Background:
 - Part of 104 Avenue parallel collector road system (103 Avenue and 105 Avenue) identified in the 1980's;
 - Formally added to City R91 plan in 1985;
 - In support of the "dumb-bell" concept; and
 - Continuous 103 Avenue is no longer achievable.

- The 105 Avenue alignment extended from 132 Street to 154 Street, was primarily achieved through redevelopment and the alignment at Hawthorne Park affects development at 140 Street, 144 Street and Hjorth Road Elementary at 148 Street.
- 105 Avenue is needed for the following reasons:
 - 2014 traffic modeling: 1,300 vph in the peak direction (less than 100 vph more than existing);
 - Significant future development in the area;
 - BRT and possible future LRT on 104 Avenue;
 - Congestion on 104 Avenue;
 - No other continuous road between 104 Avenue and 108 Avenue; and
 - Very difficult community access.
- The proposed alignment was reviewed for the members of the committee.
- The benefits of 105 Avenue are:
 - Direct and easy route for the community to access facilities, schools and commercial areas;
 - Safe cyclist route between Whalley & Guildford;
 - Continuous pedestrian route;
 - Improved access for Hawthorne Park;
 - Provides eyes on the Park, CPTED benefit; and
 - Could facilitate significant Park improvements.
- Other considerations are:
 - Planners & Engineers agree creating a tighter grid network enhances the livability of cities;
 - Route is now primarily around park and thus opens it up for public enjoyment;
 - Creates an appropriate interface with the commercial properties to the south of the Park;
 - Results in removal of a stand of trees adjacent to the new route; and
 - Public opposition due to effect on Park.
- Why now?
 - Development application west of 140 Street that is forcing finalization of alignment;
 - Henlong Market (NW corner 104 Avenue and 144 Street) is redeveloping and interested in acquiring City lot;
 - Consideration to sell lot but protect RoW for proposed alignment plus a SRW for lane;
 - Enable opportunity to purchase lands to relocate fields or entire Hjorth Road Elementary; and
 - Preliminary discussions have been held with the School Board.

It was

Moved by Councillor Hunt

Seconded by Mayor Watts

That this proposed 105 Avenue alignment be presented to Council in the form of a Corporate Report, with the provision for public consultation prior to the introduction of the bylaw amendment to R91.

Carried

2. Traffic Calming

Staff provided the following comments during a status update regarding traffic calming:

- The first traffic calming policy was approved in 1997. There were three further amendments in 1999, 2000, and 2004. The three amendments were resident funding, relaxation of qualifying criteria for speed and volumes, and use of vertical deflection.
- The work in progress consists of: 10 projects constructed; 6 projects under construction; and 11 with construction to start soon. The allocation funding for 2004/2005 is \$1.3 million.
- There are a total of 28 projects that have been supported by the City: 9 are awaiting funding, 7 are in public consultation, 10 are at pre-consultation stage, and 2 are project under evaluation. \$.5 million has been allocated for Traffic Calming for 2006.
- Funding and initiatives include: land development servicing – NCPs; cash in lieu for new development; new lanes; and curb bulges.
- The funding requirements include: 9 projects awaiting funding – \$1.1 million; 17 projects at consultation stage – 2.2 million; 2 projects under evaluation - .1 million; and 10 projected additional approved projects to end of 2006 - .5 million, with a total estimate of cost equaling \$3.9 million.
- Policy amendments to the Policy to address:
 - More projects than funding can support; and
 - Refine/update approach to traffic calming.
- Minimum 50% response rates:
 - Raising of speed element of criteria from 7 km/h to 10 km/h;
 - Collector roads moratorium; and
 - Project ranking assessment criteria.
- Ten Year Plan
 - \$.75 million – DCCs
 - \$.25 general revenue
- Review in 2 to 3 years.
- Design:
 - Streetscape Enhancements;
 - Landscaping and Planting
 - Specialist materials
 - Retrofitting onto existing roads;
 - Traffic circles (\$60K)
 - Curb bulges (\$10K/bulge)
 - Narrower road cross sections
 - Traffic Calming with new construction; and
 - Future maintenance.
 - The Future:
 - Technical Development and Innovation;
 - Growing and Maturing City;
 - Changing Public Opinion; and
 - Future Policy Reviews.

It was
Report regarding traffic calming to Council as the basis for policy change.

Moved by Councillor Hunt
Seconded by Councillor Bose
That Engineering staff provide a Corporate
Carried

It was suggested that a presentation be given to Council on the Corporate Report including illustration of different calming measures to provide a good visual understanding of traffic calming.

E. CORRESPONDENCE

F. OTHER BUSINESS

G. NEXT MEETING

The next Transportation Committee meeting will be held at the end of May.

The TC will be requested to consider future field trips at the next meeting.

H. ADJOURNMENT

The Transportation Committee adjourned at 1:55 p.m.

Councillor Bose, Chairperson
Transportation Committee