



City of Surrey

Transportation Committee

Minutes

Executive Boardroom
City Hall
14245 - 56 Avenue
Surrey, B.C.
TUESDAY, MAY 30, 2006
Time: 10:03 a.m.

Present:

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

Absent:

Guests:

A. Aubert, Fraser Valley Heritage Rail
P. Holt, Chamber of Commerce
T. Lyster, Former Planner Director

Staff Present:

M. Dinwoodie, Acting City Manager
J. Boan, Transportation Manager, Engineering
V. Lalonde, Manager, Utilities and
Transportation, Engineering
C. Bonneville, Assistant City Clerk,
Legislative Services

A. ADOPTION OF MINUTES

1. Transportation Committee – April 20, 2006 minutes

It was Moved by Councillor Hunt
Seconded by Councillor Bose
That the minutes of the Transportation
Committee meeting held on April 20, 2006, be adopted.
Carried

The agenda was varied to deal with items under C. and D. prior to dealing with B.1.

C. NEW BUSINESS

1. Proposed Itinerary for the Transportation field tour

The Utilities and Transportation Manager made the following suggestion for a field tour: Streetscapes; Congestion hot spots; Major construction segments; and Traffic Calming.

The Transportation Committee members made the following suggestions:

- Field tour should be area specific, i.e. Port Kells and review of the concept of the Golden Ears Bridge.
- The tours should be done as separate sessions from the Committee meetings.
- North Surrey should be the first tour arranged.
- Other members of City Council should be invited to attend these tours.
- The tours should be a maximum of two hours long.
- Generally Monday and Wednesday are not good days to arrange tours.
- June 20th at 10:00 a.m. was the suggested time for the first tour, and it was suggested that a light lunch be provided.

Mayor Watts entered the meeting at 10:08 a.m.

D. STAFF PRESENTATIONS**1. The Gateway Project from Surrey's Perspective**

The Manager, Utilities and Transportation provided the following comments during his presentation of the Gateway Project:

- Engineering is working with the Gateway Program and is now seeking Council's direction.
- He presented a map of the Gateway Program Plan for the Committee's review.
- Engineering supports the entire program with conditions. Some of the Key issues / conditions are:
 - Permanent introduction of toll needed to control demand (LRSP conformance) and for maintenance/replacement costs.
 - Patullo Bridge cannot be the "free" alternative or provincial funding required for bridge replacement.
 - Road user priorities needed for goods movement, transit and HOV.
- Tolling is a critical element that must be incorporated. This will control demand, without which the Port Mann would be congested with 5 to 10 years. Also provides funding for initial construction, on-going maintenance and future bridge replacement. Monies accrued beyond the bridge needs must be directed to Transportation initiatives in the GVRD.
- Varied tolls by type (truck, HOV or SOV), time of day and day of week could encourage TDM and spreading of demand, thus better utilization of assets. Distance based tolling is not supported as would encourage traffic diversion through municipal roadways. Implementing tolls on all river crossings with the Gateway Program would:
 - Generate needed funding toward other bridge replacements and upgrades
 - Avoid diversion of traffic to municipal streets and "free" alternatives
 - Be more equitable to commuters
 - Assumed in LRSP to occur by 2006
- Surrey's perspective of road user priority:
 - Highway 1:
 - Support extending the HOV lanes
 - Supported dedicated truck lane or other measures to ensure continued priority for goods movement.
 - Support park'n'ride facilities with exclusive transit access or lanes for express bus service (particularly between Surrey and Coquitlam).
 - Support bridge design that allows for for future LRT across Port Mann.
 - South Fraser Perimeter Road
 - Mechanism required to ensure good movement on SFPR is not congested due to general purpose traffic
- We support the approach being taken for cycling, which dedicates funding to cycling. A multiuse sidewalk across the Port Mann Bridge. Local municipalities are invited to participate in the development of the cycling infrastructure priorities. Matching funds may be an issues as there is .5M per year in the 10 year plan and there is the potential for matching up to \$5M.

Staff is continuing to work with Gateway on priorities and needs for Surrey.

- There are funding implications
 - GVTA has indicated that the Gateway Program may delay implementation of the KGH Rapid bus and that funding for this project is needed from the Province.
 - A commitment is needed from the Province for funding of the KGH Rapid bus to ensure this project is not delayed.
 - A commitment is needed for funding toward bridge replacement of the Patullo Bridge due to traffic diversion from tolling of the Port Mann, or the Province pass legislation and facilitate implementation of tolls for all river crossings.
- Engineering is generally supportive of the project plans for the South Fraser Perimeter Road. Staff are working with Gateway on details, such as interchanges, access points and frontage road needs. Good progress is being made and the upcoming public meetings will provide further direction.
- Engineering is generally supportive of the preliminary project plan for Highway 1. Funding will be required toward improvements to municipal roads impacted by the Highway 1 widening. Only very preliminary discussions have occurred with staff at this point.

The Committee members commented that:

- Need to consider the public sensitivity to the measures, their response to tolls and vehicle levies. Also to consider is the cost of the operation and administration. Surrey should not be promoting a toll of all River crossings but rather system or region wide tolling.
- The GVTA has just started their study of goods movement.
- LRT is not viable along side the freeway at this time.
- There is a concern for the lack of detail available regarding the SFPR, there should be some interchanges that are at advanced stages and there would also be some that are at preliminary stages.
- It is important to build public support for these program and that they are presented with equity, fairness and logic. Should be showing the maximum benefits.

Mayor Watts left the meeting at 10:40 a.m.

It was

Moved by Councillor Hunt

Seconded by Councillor Bose

That staff refine the presentation "Gateway Program from Surrey's Perspective" and make this presentation before City Council.

Carried

2. Recent Safety Initiatives

The Transportation Manager commented:

- Regarding Pedestrian Crossing Measures, Engineering hired Impact Engineering in February 2006, study has three phases: Phase 1 – Literature

review; Phase 2 – Evaluate specific Surrey crossing types; and Phase 3 – Develop Guidelines and Criteria.

- Phase 1 involves: Literature research of other BC, Canadian and international guidelines and practices; Types of crossing measures in use; Identify sample site under various crosswalk categories to evaluate in phase 2.
- Phase 2 involves collecting data of sample sites for each crosswalk category, such as: Road Classification/ laning / traffic volume/ collision history / crosswalk location and type; and pedestrian count / adjacent land use / exposure risk.
- Phase 3 involves developing warrants based on: Operational Factors – Pedestrian/Vehicles volumes / Road Environment; and Safety Factors – Adjacent Land Use / School Proximity / Pedestrian Risk Assessment. Different crosswalk treatments would have different warrant levels, e.g. zebra / flashers / overhead actuated flashers / pedestrian signals. Methodology to be developed to guide prioritization for new installations – cost / benefit based on available budget.
- Regarding the School Cross walks assessment.
 - School crossing issues are the top issue at Traffic Safety Committee.
 - Upon completion of the crossing criteria, the consultant will evaluate all (approx. 100) elementary schools in Surrey.
 - A multi-year program of improvements will be developed with prioritization and costs for budgeting.
 - For all future crossing requests, the City will have the tools to effectively evaluate and implement improvements
- Sidewalk Program is based on the 1997 Pedestrian Master Plan, which defined: Sidewalk needs, Prioritization practices, Design standards, and Inventory assessment.
 - Subdivision By-law requires sidewalks both sides of most roads.
 - At full build-out: over 3,300 kms of sidewalk; Missing sidewalk: over 1,500 kms; Cost to build missing sidewalk: over \$600 million; plus about 10% of the existing sidewalks are in urgent need of replacement. Detailed evaluation is underway.
 - Sidewalk funding is from DCCs and General Revenue.
 - Annual budget of \$1.3 million (\$0.6 million for local road sidewalks).
 - When arterial and collector upgrading projects occur, sidewalks are funded as part of the overall project.
 - Last 5 years completed \$0.3 million on local roads due to general revenue available and need to prioritize paving.
 - Local area service is available for broader communities desiring local road sidewalks.
 - Almost all pedestrian accidents involve crossings on arterial and collector roads.
 - Majority of pedestrian concerns relate to schools and consequently are a priority.
 - Traffic Safety Committee reviews all written pedestrian safety concerns related to schools.
 - In 2006, Engineering instituted a school related pedestrian safety program. Priority improvements have been completed at over 40 schools.

- Raised Medians
 - There are two primary benefits: improved safety by minimizing head-on collisions, T-bone left run collisions and pedestrian collisions (due to median refuge); and beautification.
 - International and Canadian studies showed crash reductions between 20% and 50%.
 - ICBC contributes funding to median projects based on the collision reduction.
 - Significant issue - limiting access to businesses.
 - Studies generally conclude that two way left turn (TWLT) has a safety benefit for Annual Average Daily Traffic (AADT) over 10,000 vpd. For AADT over 20,000 vpd, a raised median is important for safety benefit.
 - Staff now taking the following approach: obtaining collision history; reviewing with business owners alternate routes; evaluating opportunities for shared left-in lanes; and considering opportunities for u-turn facilities.
- Train Crossing
 - Some collisions seem to be inevitable at level crossings and are typically high severity. Train whistling utilized to minimize incidents.
 - Issues: whistling disturbs nearby residents; road capacity reduction due to more frequent and longer trains.
 - City commissioned safety study of Colebrook rail line. Recommended crossing improvements report submitted to Transport Canada, railway owner and operator. If the reports are approved, crossings improved and liability insurance in place, whistling may be stopped, but will always be at discretion of Train Engineer. Likely still to be some time before approvals are obtained.
 - Irrespective of whistling, improvements will improve safety, but road safety improvements typically will be more impactful on overall public safety.
 - High volumes on 152 and 192 Streets will warrant grade separation - safest measure possible.
- Red Light Cameras
 - Tested and used in many countries since the 1970s. Evaluations on effectiveness from Europe, Australia, Singapore and the United States. Red light running collision decreases with 40% being a common result. Overall collision reduction typically about 7%.
 - ICBC evaluation 1.5 years before and after implementation of 68 sites in BC: 14% crash reduction - both for casualty and material-damage-only events.
 - RCMP have indicated they support increased use of red light cameras.
 - ICBC s initially indicated that for more cameras, Council must state need/desire for them. However, more recent discussions with ICBC revealed that their Police Services section is currently evaluating the benefits and expansion of the red light camera program.

The Committee members commented:

- A communication program should be developed, such as community packages to inform the public of these initiatives and programs.

- All of Council should be made aware of the pedestrian crossing studies, sidewalk program and raised medians.
- It was suggested a brochures/pamphlets be developed on the different elements. It was also suggested that there be further details on the web site.
- A request was made for clarification on the cost of future sidewalk that would be built as part of land development versus City built and funded.

B. BUSINESS ARISING FROM MINUTES

1. Community Rail

File: 0250-20

At the April 20, 2006 TC meeting the Committee members requested from the 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) whom provided a presentation on Community Rail) an updated informative package at the next Transportation Committee meeting.

T. Lyster, Former Planning Director, Langley Township reviewed a PowerPoint presentation for the Committee members, during his review he commented that:

- The destinations along the rail corridor will be for industrial, commercial, education, Park and there is a connection to the Sky train.
- Community rail starts to develop partnerships through tourism and recreational features. The current community rail partnership could include the City of Surrey, BC Hydro, Southern rail, Translink, Chambers of Commerce, FVHRS.
- From the Southern Rail of BC perspective there would be improved track and track maintenance, more grade crossing protection, controls and communications and promotion. The more freight on the rail tracks and the less trucks on the road the better, short haul rail with on time delivery.
- From BC Hydro and Powertech's perspective this would be an improved asset, controls and communication improvement, hydrogen fuel cell test bed, promotion and passenger option. There are different standards of fuel cells and there are at least three types that are sufficient.
- Community Rail Phase 1: Surrey. Linking Cloverdale to SkyTrain through Newton and Kennedy. Requires BC Hydro, Southern Rail and TransLink assent. Will be serving 350,000 people.
- Community Rail Phase 2: The Langleys. Linking Surrey and Langley Regional Town Centres. Requires also CP assent. Requires resolution of unit trains. Serving 450,000 people.
- Community Rail Phase 3: Links through to Abbotsford Regional Town Centre. Loop to the West Coast Express. Extension of BC Hydro and South Rail assents. Serving 650,000 people.
- Community Rail Phase 4: Chilliwack. Will link entire South Valley Surrey to Chilliwack. Further extension of BC Hydro and Southern Rail assents. On way loop east of Abbotsford include Airport and boarder. Possible use of freeway corridor. Serving 850,000 people (project 1,000,000 by 2018).

Staff advised that the Engineering department has engaged a consultant to look at this and the report is expected to be completed by the end of June. Staff advised that the report would be brought forward to the Transportation Committee.

A. Aubert suggested that the Committee members 'google' 'community rail'.

It was

Moved by Councillor Hunt

Seconded by Councillor Bose

That 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 to City Council.

Carried

E. CORRESPONDENCE

- 1. Delegation Request**
Chris Badger, Vice President
Customer Development and Operations
Vancouver Port Authority
File: 5650-20

Requesting to appear before the Transportation Committee to present the Port of Vancouver's Supply Chain Strategy.

The Committee members agreed to hear the Port of Vancouver's delegation at the next meeting of the Transportation Committee.

F. INFORMATION ITEMS

- 1. 2006 Transportation Committee Work Plan**

The Committee members reviewed the 2006 Transportation Committee Work Plan and commented:

- This item will be on all future Transportation Committee agendas.
- Under the head review of the south of the Fraser Transit Plan the first bullet should read 'Individual transit routes 'if raised' and frequency of service, including SkyTrain and transit.
- Under the header Provision of Transit for New NCPs, the first bullet should be deleted.
- Under the header Review of Major Road Network the wording in the first bullet requires review.

- 2. Correspondence**

The Committee members agreed that if correspondence is directed to the Transportation Committee or to the Chair of the Transportation Committee

regarding specific area traffic calming request it is to be redirected to the Traffic Division of the Engineering Department.

G. OTHER BUSINESS

H. NEXT MEETING

The next Transportation Committee meeting is tentatively schedule for 10 a.m. on Tuesday, June 27, 2006.

I. ADJOURNMENT

The Transportation Committee adjourned at 12:21 p.m.

Councillor Bose, Chairperson
Transportation Committee