



City of Surrey

Transportation Committee

Minutes

Executive Boardroom
City Hall
14245 - 56 Avenue
Surrey, B.C.
TUESDAY, SEPTEMBER 9, 2008
Time: 11:12 a.m.

Present:

Chair - Councillor Bose
Councillor M. Hunt
Mayor Watts

Absent:

Staff Present:

V. Lalonde, General Manager, Engineering
P. Bellefontaine, Transportation Planner
J. Boan, Acting Manager, Transportation
H. Dmytriw, Legislative Services

A. ADOPTION OF MINUTES

1. Minutes of July 15, 2008 to be adopted.

It was Moved by Councillor Hunt
Seconded by Mayor Watts
That the minutes of the Transportation
Committee meeting held on July 15, 2008, be adopted.
Carried

B. BUSINESS ARISING FROM MINUTES

C. DELEGATION REQUEST

1. **Denis Lang, President, Lang Motors Ltd. – the electric car company,**
e-correspondence dated July 9, 2008, request to appear as a delegate at the GVRD
Directors meeting scheduled for July 18, 2008.

That Denis Lang be heard as a delegation at this the Transportation Committee.

D. NEW BUSINESS

E. STAFF PRESENTATIONS

1. **Draft Transportation Strategy**

Engineering staff provided a presentation regarding the Draft Transportation Strategy. It was determined by the committee that the presentation material (City of Surrey Transportation Strategy, September 9, 2008, be attached to the back of the minutes as Appendix I. The following comments were provided:

- The purpose of the presentation was to provide a summary of the final draft Transportation Strategy and seek feedback on the best approach for rolling out the Plan.
- Encourage the Provincial government to provide an overall provincial transportation plan so that the municipalities can plan their development and transportation networks consistent with the overall plan
- Include bullet point statements in the “green sheet” of the land development Planning Reports indicating if the application is on a bus route or rapid transit corridor (existing or future) along with any other key transportation issues.
- Meaningful education is needed to shift the values of the public away from the trend of multi car families to the use of alternative travel modes.
- Try to increase the use of water/barges and rail for moving goods instead of trucks. Fraser Ports future is not truck based container movement, but more likely short sea shipping.
- Surrey is absorbing 64% of the licensed trucks in Metro Vancouver.
- Suggestion was made to further highlight segments of the report through use of colour (blue).
- Transportation Demand Management Toolbox (TDM Toolbox) - Incentives to not drive through means such as tolling of bridges, discounted transit passes, preferred car pool parking, etc.
- Next steps and early actions were provided for Strategy roll out.

It was Recommended by the Transportation Committee that the:

- a. Sustainability Charter should be received by Council on September 29, 2008; and
- b. Transportation Plan be presented to Council in October followed by public rollout.

Carried

2. Fraser Highway through Green Timbers Forest

Engineering staff provided a presentation regarding the Fraser Highway through Green Timbers Forest. The following comments were provided:

- Study was initiated in late 2006.
- Met with Green Timbers Urban Forest Advisory Committee (GTUFAC).
- A steering committee was struck consisting of three members of the GTUFAC, two city Transportation representatives, one Heritage representative and one city Parks, Recreation & Culture representative, and one TransLink representative attending meetings.
- April 2007 hired a consultant.
- Through use of a professional facilitator a range of alternatives were developed through a process that covered possibilities from closure of Fraser Hwy to 4-Laning plus median and rapid bus. However, the Committee could not agree on selection of position to take to public.
- TransLink requested this study be delayed until they completed the rapid transit study for Surrey, as their results would impact on cross-section needs along Fraser Highway.
- Subsequently, GFTUFAC reaffirmed their previous position of agreeing to 4-Laning subject to a number of conditions. Highlights are:

- 27 meter width for Fraser Highway including ditches and utilities
 - Remainder and all other road allowances be converted to urban forest
 - Close 144 Street and convert to urban forest
 - No medians on Fraser Highway
 - Gravel trails along Fraser Highway only, no concrete sidewalks
 - Ditches and fences along Fraser Highway
 - Pedestrians and wildlife underpasses of Fraser Highway
 - Install ditch or fence along entire 92 Avenue frontage
 - 92 Avenue and 148 Street would remain 2-lane roads
 - Pedestrian and wildlife underpasses for 96 Avenue and 100 Avenue if/when reconstructed
- Other stakeholder views:
 - Important transportation corridor from a heritage perspective, views of Mt. Baker are an important element of the heritage value.
 - Important transportation corridor for goods movement and commuters
 - Forest edge impacts are less critical than dividing the forest, thus from an environmental perspective closure of 144 Street is more important than restricting the widening of Fraser Highway.
 - Areas of the Park are important as protected wildlife areas, others for active park users.
 - Preferred option:
 - Likely closure of 144 Street
 - 92 Avenue bridge crossing over river
 - Widening of Fraser Highway and 148 Street and in future 100 Avenue.
 - Staff recommendations:
 - Conclude work done to date on Phase 1 of the study
 - Document key findings
 - Defer any further work until after completion of the Rapid Transit Study
 - Use results achieved to date as input into the Rapid Transit Study

It was Recommended by the Transportation Committee that the Fraser Highway Through Green Timbers information be received.

Carried

F. CORRESPONDENCE

G. INFORMATION ITEMS

I. NEXT MEETING

The next Transportation Committee meeting will be held at the call of the Chair.

J. ADJOURNMENT

It was

Moved by Councillor Hunt

Seconded by Mayor Watts

That the Transportation Committee meeting

do now adjourn.

Carried

The Transportation Committee adjourned at 1:10 p.m.

Margaret Jones, City Clerk

Councillor Bose, Chair
Transportation Committee

INSERT APPENDIX I



City of Surrey Transportation Strategy


**Presentation to Transportation Advisory Committee
September 9th 2008**

APPENDIX I

City of Surrey Transportation Strategy

Presentation to Transportation Advisory Committee
September 9th 2008


1. Introduction and Context
 2. Consultation
 3. Structure and Vision
 4. Performance
 5. Next Steps
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Introduction - Changing Issues & Influences

- City has changed considerably since the 1999 Plan
- Population Growth and increased car ownership
- Increasing complexity of transportation and compelling demands - need for multiple implementation plans
- Expanded transportation asset
- Increased environmental awareness and concerns

Other Plans to respond to and guide:

- Sustainability Charter
- New NCPs and OCP Update
- SoFA TP
- TransLink 2040 Transportation Plan
- Provincial Transit and Cycle Plans
- Golden Ears Bridge Gateway: Hwy 1 & South Fraser Perimeter Road


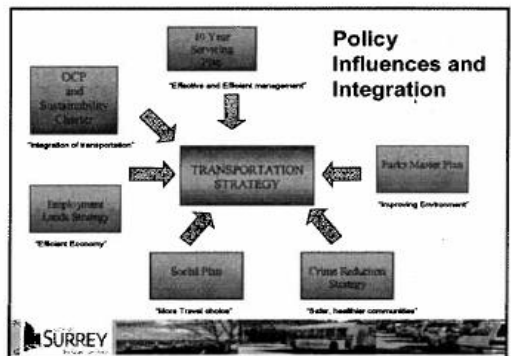


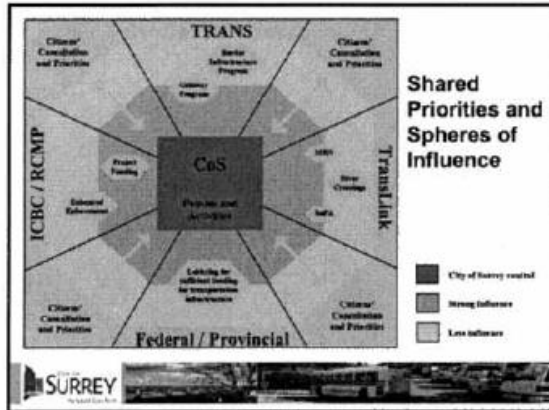
- #### A new Strategy approach
1. A Strategy framework built around sustainability principles
 2. Identifying the contribution transportation has to other "non-transportation" City priorities (community safety, economic well being and social inclusion)
 3. Although a "made in Surrey" Strategy, a recognition of benefits of promoting outside partnerships and identifying shared priorities and using the City's sphere of influence
 4. Extensive consideration of the fundamental land use/transportation relationship
 5. An expanded CoS contribution to educational programs for safe and environmentally responsible transportation decisions
 6. Recommendations for regular public feedback and input
 7. Performance Component
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Sustainability Charter Influences & Integration

- Transportation Strategy one of the Charter "Immediate Actions"
- Plan adopts TAC guidelines on sustainable transportation planning
- 3 Pillars of Sustainability embedded within the Transportation Strategy through the 6 Principles:

Socio Cultural	More Travel Choice Safer, Healthier Communities
Economic	Successful local Economies Efficient and Effective Management of the road network
Environmental	Protection of our Built and Natural Environment Transportation Integration



Consultation and Participation Principles

- **Accountability** (Issues and feedback reflected in policies)
- **Mix of techniques** (Not reliant on one source of feedback)
- **On-going involvement** (Public satisfaction performance indicators)
- **Broad involvement** (range of stakeholders)

Consultation - Method

Staged approach:

- Issues and attitudes
- Testing Understanding
- Confirming Completeness
- Telephone surveys (800 citizens)
- Focus Groups (4 across City)
- Web Page and Survey (1200 responses)
- Distribution of Information packs and copy of draft Strategy to community groups and other stakeholders
- Individual meetings with stakeholders (eg. VACC, Taxi Operators)
- Internal liaison meetings
- Press Advertisements

Consultation

Neighbourhood Qualities – (Very important/Important)

1. Quality bus/transit	81%
2. Connectivity to major arterials	72%
3. Convenient & safe sidewalks	71%
9. Reductions in cut through traffic	54%
10. Ample on street parking	44%
11. Traffic calming	40%

Legend: Very important, Important, Average, Slightly important, Not important

Consultation

Areas for improvement (Lots of improvement/considerable improvement)

1. Congestion & delays at intersections	71%
2. Routing and movement of truck traffic	68%
3. Driver education on traffic laws & safety	63%
9. Lighting on ped. walkways	51%
10. Traffic laws enforcement	49%
11. Controlling parking on streets	39%

Legend: Needs lots of improvement, Needs considerable improvement, Unsettled, Needs some improvement, No improvement needed

Consultation

Choices – (Strongly Agree/Agree)

1. City should ensure all major roads are completed	81%
2. Communities should be planned for walking and cycling to shops, schools and jobs	63%
3. Transit should be as convenient as driving a car	66%
4. Buses should have priority at signals even if it means delaying other traffic	48%
5. The City should convert some traffic lanes to transit/HOV	47%
6. More money should be spent on building sidewalks	55%
7. The City should resist building and widening roads and instead accommodate traffic growth by better transit, walking and cycling	46%

Transportation Vision

Builds on the previous Plan Vision – continuity

Surrey's Transportation System is efficient, equitable, safe and sustainable.

There is more choice and better access to transport, land uses that emphasize compact and complete communities and a modern and well funded infrastructure.

Our communities are safe, livable and healthy with good access to local jobs, education, services and recreation.

We continue to move forward by having an informed and engaged public, strong partnerships with others, supportive political leaders and sustainable investment.

"Transportation Working For Everyone"

Core Principles

- 6 Principles have guided the Strategy development including consultation, objectives and policies, monitoring and review
 - Management & Preservation of Infrastructure & Assets
 - Travel Choice
 - Community Health and Safety
 - Economic well-being of the City
 - Environmental Protection and Enhancement
 - Integration of land use with transportation
- Themes reflect a holistic and sustainable view of transportation, mesh with regional and national transportation policy, and align with City issues, priorities and other plans/strategies

Strategies, policies, and principles for action

More Travel Choice
Promote alternative and sustainable travel choices and provide better accessibility to jobs, education, health and recreation for all

Principle (6)

Strategic Objectives (6)

Service Delivery Objective (25)

Principles for Action (100+/-)

Outcomes

Broad framework – "Plain english"
High level policy direction
What we want to do
How we will do it
How things will change

Performance Indicators and Targets


1. Outcomes vs Outputs
2. Primary and secondary indicators
3. User satisfaction category
4. Performance Indicators with outside influences – transit, collisions – signals CoS seriousness but also means some risk in achieving targets


Performance Indicators and Targets

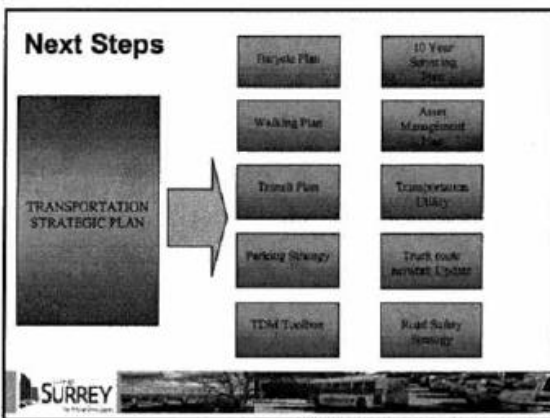
1. The need for co-ordination with other CoS policies (especially SC)
2. Our role in supporting shared priorities with other agencies (such as collision reduction or increased transit use)
3. Local circumstances and public priorities (based on public input)
4. Availability and reliability of existing data and the costs of collecting extra data
5. Why the target is ambitious but realistic
6. Potential for "stretching" targets in the future
7. Through future Strategy reporting review suitability of targets


Performance Indicators and Targets


PRINCIPLE 2		More Travel Choice
Priority	Transit use	Modal share for transit - north Surrey and key scenic routes
Priority	Transit priority	Number of transit priority projects introduced each year
Priority	Bicycle use	Hours of new long-distance use paths
Secondary	Accessibility	% of households with walking distance of PTN
Secondary	School Safety Zones	Number of SIZs introduced
Secondary	External Funding	Amount of external funding for walking and cycling projects obtained
Secondary	Education - Walking, Transit & Cycling	Public satisfied with walking, cycling & transit environment



- ### Next Steps
- Phase 1 – Transportation Strategy – September 2008
 - Phase 2 – Implementation Plans – 2009 -2010
- Large "to do" list – component plans that flesh
 - A Living Document - able to respond to changes
 - 5 Year Interim reviews
 - 10 Year Full Update
 - Annual reporting on performance.
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- ### Early Actions
- A1. Improve existing and establish new staffing structures to promote joint working with key partners including TransLink, ICBC, Police and Ministry of Health (Q4 2008)
 - A2. Partner with TransLink to establish the future alignment, technology and timing of the implementation of rapid transit in the City (Q4 2009)
 - A3. Establish an expanded Traffic Control Centre supported by a program of traffic signal improvements and strategic corridor upgrades (On-going)
 - A4. Initiate early updates to major policy documents starting with the Bicycle Blueprint and Pedestrian Master Plan (Q1 2009)
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- ### Early Actions
- A5. Commence a city-wide speed limit review allied with educational and enforcement efforts in collaboration with the Police and ICBC (Q2 2009)
 - A6. Undertake a review of the strategic road network "missing links" and identify priorities for completion of the planned network (Q1 2009)
 - A7. Commence an annual program of school zone improvements (Q3 2009)
 - A8. Undertake service design to undertake all levels of maintenance through an enhanced asset management and monitoring systems to better direct maintenance programs and achieve value for money (Q4 2009)
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- ### Strategy Roll out
- Council approval – September 29th
 - Final Draft or final Strategy?
 - Public Launch – Through October
 - Soft Launch or Hard launch?
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