



City of Surrey

Transportation Committee

Minutes

Executive Boardroom
City Hall
14245 - 56 Avenue
Surrey, B.C.
WEDNESDAY, FEBRUARY 25, 2009
Time: 10:30 a.m.

Present:

Acting Chair - Councillor M. Hunt
Councillor B. Rasode
Mayor Watts

Absent:

Councillor Bose

Staff Present:

V. Lalonde, General Manager, Engineering
J. Boan, Transportation/Transportation
Manager
P. Bellefontaine, Transportation Engineer
J. Arason, Manager Special Projects
H. Dmytriw, Legislative Services

A. ADOPTION OF MINUTES

1. Minutes of December 3, 2008 to be adopted.

It was

Moved by Mayor Watts

Seconded by Councillor Rasode

That the minutes of the Transportation

Committee meeting held on December 3, 2008, be adopted.

Carried

B. DELEGATION

1. **Pattullo Bridge**
File No. 5400-05

TransLink to provide a presentation on the Pattullo Bridge replacement project.

DEFERRED to next meeting.

2. **Joanna Whittingstall, Director (to be confirmed)**
Fraser Heights Community Association (FHCA)
File: 5250-20-17; 0500-20-10

(Deferred from December 3, 2008 meeting)

- Joanna Whittingstall, Director, Fraser Heights Community Association (FHCA) and Christa Johnston appeared as a delegation and provided a presentation regarding 156 Street Underpass. Three issues were brought forth:
 - i) Maintaining non-access lifestyle to address perception that maintaining walkway access will more transit use and reduce car trips
 - ii) Concrete fence

iii) Child Safety

- Three bus routes exist along 108 Avenue. Two new bus routes are to run along 156 Street creating twice the distance to walk to the new route.
- Opening the cul-de-sacs will add to the distance to go shopping, etc. Walkability within the area is already good. Opening two streets will open the area up to vandalism and antisocial behaviours.
- Why create additional routes when all current bus stops along 108 Avenue and the station south of the freeway are currently accessed.
- The previous 156 Street was a treed area that wasn't being used as a walk through access. To open those two cul-de-sacs would create access to 107A Avenue which goes straight to the school. There is concern for safety of children.
- A study from New Jersey has shown that increasing transit creates hot spots for crime within 1,300 – 2,600 feet of an area. The cul-de-sacs and the school are within this area. Adding this transit into the area will add to the high incidents of crime. Staff Sergeant McCauley has noted that there has been tagging/crime within the hour of 156 Street being opened up. Early indicators are very strong that this is going to happen in the Fraser Heights area.
- Not installing continuous fencing will open the area up to vandalism.
- Neither 107 nor 107A Avenues have sidewalks.
- The pathway on 157 Street runs adjacent to a wooded area and the playground. There are no sidewalks and no lighting. Dogwood School is at the end of 107A Avenue. The lots along the south side of the road are to be developed so more populace is to come. CEPTED principles support channeling people to safer, visible areas which will not be the case here.
- The proposed new bus route along 156 Street makes no sense. 108 Avenue at 156 Street will become a through road but no measures are in place for a safe crossing. Both streets access 107 Avenue but with a much smaller buffer zone. The corner has an estimated volume of 8,700 cars per day – this is high. The Dogwood School PAC is in agreement with not liking that access.
- There is already infrastructure following up to 108 Avenue. Residents agree that this would be better.

Staff comments:

- The broad rationale for keeping the walkways open is to provide access and connections for walking and access to transit for the wider community. 107A and 107 Avenues have existing connections to 156 Street. The other rationale for transit was not to cut options.
- A lot of people take existing local transit services. The planned transit exchange south of Hwy 1 will accommodate a rapid bus service (28 minutes between Langley and Lougheed Mall). People living in the area will have accessibility to both and will be able to walk less than .5 km to get bus either close to 104 Avenue or on 108 Avenue.
- There will be an extensive planting plan for the road including both cedar hedging and street trees. (A rendering of current and future Planting Plan was provided for the committee).
- Walking connections are highly valued by people. The City has examples of where pedestrians break barriers to maintain walking connections.

- The dilemma of maintaining benefits for the wider community while recognizing the local concerns is acknowledged. The City undertook a confidential survey with local residents. The results did not identify a high level of public opposition to keeping the paths open. With the petition received by the City against the paths being open, this provides a mixed message. Staff recommend that the road be opened and that this be followed by a period of post project monitoring.

The delegation commented that the common purpose of both the community and the City is to open up the road. Accessibility should not have to mean a major safety compromise. Apply the purpose of CEPTED and make the adjustments to the plans now so we won't have to fix things in the future. The residents are excited about the underpass. It would be easier to put in the fence at this time.

An undertaking was given to carry out monitoring after the opening of the road with the three walkways open.

The Chair thanked the delegation for their presentation.

C. BUSINESS ARISING FROM MINUTES

1. **TransLink**

File No. 0500-01

Staff to provide an update on TransLink's transit plans and MRN funding.

DEFERRED to next meeting.

2. **Bolivar Heights**

File No. 8630-30 (SFPR); 6520-01

Presentation by staff in response to concerns of the Resident Association's December 15, 2008 delegation regarding 115 Avenue adjacent to Bolivar Park.

- South Fraser Perimeter Road access into the community properties, storage area, industrial properties, Bolivar Park and Bolivar Heights community
- 115 Avenue was road allowance adjacent to the park and has been shown on the plans as being a collector road. The Gateway plans confirm this.
- Ability to change alignment constrained by industrial land uses on the north side of 115 Ave.
- This is an important route for neighbourhood connectivity and as an alternate "downhill" route within the area during winter weather.
- Improved park access but Residents Association argue that a frontage road could have done the same thing.
- Safety improvement at the park, "more eyes on the park".
- Park is separated from the road by a wide ditch, fence and pathway.

- Construction of South Fraser Perimeter Road is along 116 Avenue alignment. Rail track to the north.
- Planned road would take at a minimum 13 metres of road allowance and would preclude truck parking. The paved roadway will be narrowed and parking banned on this section of road.
- After the staff presentation, Bolivar Heights Community Association raised a number of issues. Four options of how to proceed:
 - i) Put the road elsewhere – not supported by the community.
 - ii) Create frontage road on north side – requires 13 metres of additional road allowance. No land from timber mills; this is unviable and require purchasing at a cost of \$20-\$30 Million. Not supported by Gateway
 - iii) Cut and cover of Perimeter Road – Delta had requested a similar approach. Gateway strongly opposed.
 - iv) Construct but replace ball diamond with berm and treed area to separate. Ball diamond was created specifically for the area; these parks are heavily used by sporting leagues.None of these options were considered acceptable by Gateway.

Conclusion:

- 115 Avenue is the only option Gateway is supporting.
- 115 Avenue design will minimize impact on Bolivar Park and not to affect the ball diamonds.
- Extension will provide pathway/sidewalk access to full frontage of the park and improve connectivity between neighbourhoods, provide an alternate downhill route during icy conditions and improve park access.
- It was confirmed by staff that the Parks Recreation and Culture Plan showed 115 Avenue on the Plan. The delegation observed that the pathway was part of the outcome on the Plan but nothing was shown of this on the 2006 documents.

Further comments:

- The interchange on the east side of the industrial park has been changed to be only a residential road. People on Perimeter Road can come into the neighbourhood but there is no connector. All traffic east of 136 Avenue will have to go through Bolivar Park. The Bolivar Heights Community Association is supporting a solution to either having a connector to get people out of the park or don't have a connector to allow traffic into the park.
- Prefer that the road be a frontage road, but the Province has said *NO*.
- These four options to be taken to the Province and need ideas now on how we negotiate with Province.
- Graffiti and vandalism isn't an issue in the area.
- Drainage issues are a concern. The mills area is a good spot for a pump station and retention pond. A sump pump, retention pond and drainage in South Fraser Perimeter Road would be pointless.
- The Drainage Manager and the Manager of Special Projects to meet March 5, 2009 to look at the drainage in the area and to make a decision on the viability of a large pump station for flood proofing the whole road. 115 Avenue is very prone to flooding, especially during spring freshet.
- Have not yet confirmed if Gateway is raising the road up to dyking level.

- Gateway is concerned with the wetlands at the end of 115 Avenue. This is a boggy area that has lots of creeks and streams.
- The purpose for 115 Avenue is mainly to provide access to the businesses and for the people in the area to move east/west. It ties in with King Road but do not want this to an attractive access route for the general public. A connector at 136 Street would alleviate this problem.
- This is the best solution barring doing a frontage road, but the Province will not agree.
- Parking is an issue. There is insufficient parking for the four ball diamonds with no provision being made for additional parking. Parks, Recreation and Culture will work with tournament planners to ensure there are shuttle buses to alternate parking locations.
- The mills truck parking on 115 Avenue is also a concern. It is not viable for the industry to provide turn around parking on their own sites and is therefore not happening. More regional truck facilities are required.

COMMITTEE RECOMMENDATION

It was

Moved by Mayor Watts

Seconded by Councillor Rasode

That the Transportation Committee

recommend that Council refer issues of temporary truck parking along 116 Avenue to Bylaw Enforcement Officials.

Carried

COMMITTEE RECOMMENDATION

It was

Moved by Mayor Watts

Seconded by Councillor Rasode

That the Transportation Committee

recommend that Council request Parks, Recreation and Culture to resolve issues regarding regular play parking around Bolivar Park.

Carried

A Bolivar Park ball delegation may present to this committee in the spring.

D. NEW BUSINESS

E. STAFF PRESENTATIONS**1. Gateway Program**
File No. 8630-30

Staff provided an update on the Gateway Program.

- The new river crossing consists of a single 10 lane bridge with “local” and “through” traffic separated. Two lanes in the centre are provided for rapid bus and high occupancy vehicles. This is a change from previous concepts showing twinning of the existing bridge. The Provincial government will provide funding to Surrey through *works in kind*, but not cash.
- The City supports the overall South Fraser Perimeter Road and Hwy 1 projects. Negotiations are very complex. The City of Surrey and Gateway are working on MOU and ultimately a full agreement.
- Discussed outstanding issues including impact on City dykes, access issues and cost sharing.
- There is a segment along the Fraser River that could connect with the Golden Ears Bridge to the north of the Fraser, but Surrey does not own that land.
- Financial Implications – City land value required for the project is estimated to be \$30 Million. The City is working to maximize the value of *works in kind* received for this land. There will be the need to establish the road component of these works in the city road Parks DCC program.

COMMITTEE RECOMMENDATION

It was

Moved by Mayor Watts

Seconded by Councillor Rasode

That the Transportation Committee

recommend that Council encourage the Gateway Projects to raise the Perimeter Road, in the area of 132 Street and 136 Street, to be above the dyke level in order to ensure no road dyke breach need be built through the road, unless Gateway provide funding for this dyke program.

Carried

2. Rosemary Heights Street Connectivity
File No. 6520-01

Staff provided information on the status of different road connections within Rosemary Heights.

- 156 Street south of 40 Avenue – closure part of original NCP. Has a history of being closed and opened over the last 6 years. Latest position is identified in a 2006 Corporate report approving closure after substantial completion of neighbourhood construction. There have been changes in how NCPs are planned with a greater emphasis on maintaining connections. Both advantages and disadvantages to closure of 156 Street. Park acquisition between 40 Avenue and 156 Street. Further public process to accompany park design which will provide further opportunity to determine issue.
- 36 Avenue west of 156 Street – Closed as part of NCP in 1999. 2008 petition to re-open. School opened in 2008. Assessment of opening 36 Avenue will be undertaken after a period of operation of the school.

- 156 Street between 34 and 36 Avenues – closed in 1999 in accordance with NCP. Recommended to stay closed and only reviewed if changes to zoning/densification occur in the future

3. On street charging for Parking – Surrey Opportunities

File No. 5480-01

On street parking charges:

- Transportation Strategic Plan policy reasons for on street parking charges state: safety, movement of traffic, parking management, parking service, income used to broaden resources for transportation services, for investment in other transportation and street priorities, investment in enhanced parking enforcement.
- Current paid parking stalls: 180 parking meters at four sites: city centre at Gateway, in Newton Town Centre, on 8th Avenue and at Surrey Memorial Hospital.
- Parking meters are old technology. With technical improvements and advances parking meters are increasingly no longer the first choice due to theft and vandalism and are visually intrusive with street environment. New technology of pay stations with reduced street clutter, each serves 10-15 stalls, is modern and high quality. A range of options includes solar power, increased security and cashless systems, can interface with parking enforcement technology with options for wireless communications and parking management data. Recommended by staff as the way forward.
- Short and long term needs and opportunities for additional pay parking include: Gateway Towers, Newton town centre, and through new development applications and development sites. Integrate between on-street and off-street parking for regular users (in the office towers).
- Recommendations:
 - Establish on-street parking team representing bylaws enforcement and Transportation section. Initiate RFP for new pay stations as soon as possible.
 - Develop parking management procedures, practices and departmental responsibilities.
 - Identify project income and expenditures (including staff requirements)
 - Develop Implementation Plan. Implement projects that are already served or planned, to have parking meters this year.
- Opportunities for income to go directly to Engineering for reinvestment and a tool for future transportation projects and programs

COMMITTEE RECOMMENDATION

It was

Moved by Councillor Rasode

Seconded by Councillor Hunt

That the Transportation Committee

recommend that Council direct that traffic parking revenues go to support transportation and transportation initiatives.

Carried

4. Heritage Rail Update

File No. 6800-01

Jeff Arason, Manager Special Projects provided the following update:

- Finance Committee has not yet met to discuss.
- Have been proactively working with the Heritage Society on their To-do list. There is little more that the Society can do to address this.
- The Heritage Society plan to store the \$1 Million baggage car outside until the funds of \$450,000 needed for the enclosure can be raised. Cost for the sprinklers system will be \$150,000. The baggage car will access the main line by means of a new spur line estimated to cost \$350,000. Design work on the spur line has not begun. Southern Rail, BC Hydro and DFO must all approve.

Transport Canada directs that flagging must exist at all the crossings as the car sides do not meet current side impact standards. Traffic would be required to be stopped prior to cars crossing the intersections. There remain many challenges in getting the project started and staff are expecting costs will exceed the originally estimated \$3 Million.

5. 84 Avenue and Bear Creek Park Integration

File No. 8630-30

84 Avenue – People for Public Spaces (PPS) have been retained. To examine both 84 Avenue road connection and the intersection of 88 Avenue and King George Highway. Draft report has been received and initial recommendations indicate support for promoting the 84 Avenue connection and the introduction of a roundabout at 88 Avenue and King George Highway.

F. CORRESPONDENCE

G. INFORMATION ITEMS

I. NEXT MEETING

The next Transportation Committee meeting will be held April 7, 2009 from 9:00 - 11:00 a.m. in the Executive Boardroom.

J. ADJOURNMENT

It was

Moved by Councillor Rasode

Seconded by Councillor Hunt

That the Transportation Committee meeting

do now adjourn.

Carried

The Transportation Committee adjourned at 1:33 pm.

Jane Sowik, City Clerk

Councillor Hunt, Acting Chair
Transportation Committee