



City of Surrey

Transportation Committee

Minutes

Executive Boardroom
City Hall
14245 - 56 Avenue
Surrey, B.C.
WEDNESDAY, APRIL 8, 2009
Time: 9:05 a.m.

Present:

Acting Chair Councillor Hunt
Councillor Rasode
Mayor Watts

Absent:

Councillor Bose

Staff Present:

J. Boan, Transportation Manager
P. Bellefontaine, Transportation

H. Dmytriw, Legislative Services

A. ADOPTION OF MINUTES

It was Moved by MayorWatts
Seconded by Councillor Rasode
That the minutes of the Transportation
Committee meeting held on February 25, 2009, be adopted.
Carried

B. DELEGATION

1. Michael Vailes

File No. 5460-90; 0550-20-10

Michael Vailes was in attendance to provide a presentation regarding concerns with respect to traffic volume, speed, noise, garbage and public urination along the 1½ block of 144A Street from King George Highway to Highway 10.

(Item referred to Transportation Committee by Council, RC-PH RES.R09-542.)

- Michael Vailes is a member of the Surrey Chamber of Commerce.
- Owns 2,200 sq.ft. warehouse in Cloverdale.
- Representing his neighbourhood to discuss traffic issues in his neighbourhood.
- Provided a petition and letter to the City on December 22, 2007 after various discussions with engineering staff. After 16 months nothing is progressing.
- Don Henderson of Traffic Calming provided a letter dated January 15, 2008 telling of City's plan to conduct a traffic study to determine if traffic calming was warranted.
- Letter from Don Henderson of Traffic Calming dated March 3, 2008 with traffic monitoring results:
 - An average of **2,353 vehicles per day** travel an average of **61.89 KPH** up the hill.
- 8 garbage trucks travel this road every week.

- Cars going too fast are missing the curve and going through yards.
- There are two 90 degree corners and drivers cut the corner and swerve into oncoming traffic.
- Staff solutions – Numerous discussions with Department of highways. The traffic light was to have a definite lane marking a straight through. Instead this lane heads directly into the middle of the lane of oncoming traffic.
- The public dump garbage thinking it's the place to dump garbage, urinate, and other offensive activity.
- Has been told: No speed bump.
- Traffic roars up hill; use his driveway as a turnaround; has landscaped at his cost; cleaned up refuse daily.
- It is dangerous at the bottom of the hill and dangerous at the top: Four people have been killed at this intersection in past four years.
- Flashing light activated intersection.
- Transit and City of Surrey have come up with money for the widening the road at King George on other side of Colebrook.
- Planning to reconfigure the road at bottom of the shortcut (Ridge Crescent). The noise of revving cars is unbelievable.
- Should close off that short cut but that is not convenient for the residents.
- Safety is the key. Close it off.

Deputy Chair thanked the delegation.

RECOMMENDATION:

It was Moved by Councillor Rasode
Seconded by Councillor Hunt that the
Transportation Committee recommend that Council request staff to bring forward a
report back to Transportation Committee with recommendations on measures to help
address the traffic issues.

Carried

2. **Jim Peltin** File No. 5460-90

Jim Peltin and delegation (Lynn Pitts, Mike Schmidt, Neal Davidge, Natalie Marshildon) were in attendance to provide a presentation regarding concerns with respect to the closure of 156th Street.

- Map and history of Rosemary Heights issue provided in agenda package. Issue of access from Rosemary Heights has been burning for the past 10 years.
- Speeds are unabated by any stop signs, speed bumps or any other kind of traffic calming measures. Roads are in poor repair without proper sidewalks, drainage, lighting or grade levels. 156 Street has become the primary northern access to the community and is also used as a traffic short cut for those wishing to go south on 152 Street off 40 Avenue.
- Children are not safe to play.

- The creation of a cul-de-sac on 156th was clearly part of the Rosemary Heights NCP. The plan was properly researched and vetted. The community has developed exactly as forecast.
 - Residents bought on 156 Street before Rosemary Heights NCP was agreed to because of promise of a cul-de-sac. All did due diligence, visited city hall and received confirmation of such. Purchases were made on that promise.
 - Commitment negation will cause all sorts of legal implications.
 - Neal Davidge lives on 156th Street and has since 1987, prior to any development and at his current residence since 1999. He has been involved with the development since its inception and the original NCP from the beginning.
 - Thoroughfare would be 156 A and 156 B corridor.
 - Surrey passed the bylaw to stop and close 156 Street, creating cul-de-sac. Since then all residents, as the City kept asking for patience due to construction of the area, have lived through safety issues due to the development. Issues of road rage, limited roadside, deteriorating state of the road. The City has continued in bad faith by enforcing the bylaw.
 - Time is now come for the City to fulfill its promise and pass the duly passed bylaw.
 - Mr Davidge spoke to this issue at his residence when the Mayor was a Councillor. But still to no avail.
 - Neal Davidge thanked the committee for the time put in with this.
 - Jim Peltin – this is a personal emotional issue for him now.
- If this does have to go back to council there seems to be three ways to go about it:
1. We could request a further study and defer it yet again. Really look at 2006 CR C009, it has all the information you could need. This would be a waste of time. Delaying it is due to interconnectivity. If community was being designed today it would not be designed in that manner. Things change over time but in this case nothing significant has changed, it has developed exactly as designed.
 2. To upgrade street to standards would include sidewalks, storm sewers, traffic calming, and eliminating the blind hill. Obligation is to financially reimburse residents for their time. Asked for this in writing but was told it would happen. Honour the City commitment to build this cul-de-sac. The area along 140 Street is in doubt in future development. There will be a negative reaction in the community. Council's decision is readily available following the Neighbourhood Concept Plan.
 3. Truly the only people who will only be negative are those who live on 156A Street between 36 Avenue and 40 Avenue. They knowingly built on a collector street.

Attached are copies of letters of closure from the City.

- Parks is looking to buy west of 156 Street along 40 Avenue. That will become pathways. The area slated to be parkland has lots of visibility with vast empty spaces. This is one of the aspects that will change the dynamics of the area.
- 40 Avenue can be travelled along very quickly to get there but is not a place where kids can tuck into and not get caught.

- Mike Schmidt – is fearful for his kids being on the front lawn with cars whipping past. Did due diligence when buying the property to see that it was slated to become a cul-de-sac and would therefore be safe for his children in the future. People along 156 made massive financial investments in purchasing their properties based on this road becoming a cul-de-sac. Now that the construction of the community is done, finish the street the way it was originally set out to be.
- The City concern is that Rosemary Heights and Morgan Creek traffic will not travel all the way around to 40th Avenue to access the park and the parking lot.
- Natalie Marshildon – there is nothing the residents can do to slow down traffic on that street and would never have purchased on that street if it wasn't slated in the NCP to be a cul-de-sac. If it does not become a cul-de-sac, they will have to move.
- Lynn Pitts – the park sounds like its years away as it's a huge undertaking to make that property into a park. In the meantime close the road off and then look at this issue as it was originally promised for the past 10 years.
- Neal Davidge – Nobody has looked at that road. Truck construction traffic has caused that road to be breaking apart. There are three tracts of land having deep ditches, no sidewalks, trees along the road. There is a raptor nest in the area. Three old timers still live on 156 Street but now they cannot walk down that street – it's too dangerous – new development does this.

The delegation thanked the Committee for their time in listening to their issue today.

The Deputy Chair thanked the delegation for their presentations. The next step will be to have a discussion and make recommendation to Council. The delegation should hear back within the next month.

The delegation departed.
Discussion ensued.

RECOMMENDATION:

It was Moved by Councillor Rasode
Seconded by Mayor Watts
That the Transportation Committee recommend to Council that the Rosemary Heights original neighborhood Concept Plan be adhered to and that 156 Street be closed to through traffic in advance of the Park Development Plan and that as part of the planning process road and community connections are confirmed by Council after consultation with the neighbourhood.

Carried

C. BUSINESS ARISING FROM MINUTES

1. **Policies Initiatives**
File No. 8630-01

To tackle such issues as corridor enforcement, speed limits, regulations and legislations, HOV lane violations and blitzes in coordination with RCMP be removed to ease transportation issues and movement of cars.

Deferred.

D. NEW BUSINESS

E. STAFF PRESENTATIONS

1. Pattullo Bridge Corridor Study

File No. 0500-01

Susan Hollinshead, Translink provided the following presentation on the Pattulla Corridor Study

- Objectives:
 - Develop and review corridor alignments options (4)
 - Assess 3 bridge concepts:
 - New 4-lane structure (replacement)
 - New 6-lane structure (replacement)
 - New 3-lane structure, couplet with existing bridge (rehabilitate and twin)
 - Analyze connection options, incorporating proposed future municipal and provincial road networks
 - Assess potential benefits of High Occupancy Vehicle (HOV) lanes or High Proximity (HPV / truck) lanes as part of 6-lane configuration
 - Assess technical feasibility of road/rail bridge
- Steering Committee Members listed
- Technical Advisory Committee listed
- Alignment Options:
 - Alignment 1, 3 short listed for further study
 - Alignments 2, 4 rejected:
 - Alignment 2 – presupposes existing rail bridge moved/replaced first
 - Alignment 4 – costly; environmental impacts; limited traffic benefits
 - Recommended bridge concept is replacement (i.e. not rehab and twinning) – July 2008 TransLink Board directed staff to proceed with further study
 - Reviewed two connection options for each end of bridge, including:
 - North Side: McBride, Columbia/Front (NFPR), possibly Royal
 - South Side: King George, Scott Road, possibly SFPR
 - Managed traffic lanes (as part of six lane configuration)
 - HOV or HPV lanes not recommended from transportation perspective

- de facto truck lane if add/drop lane connections suit goods movement
 - Combined road / rail Structure
 - technically feasible; operational and funding challenges anticipated
 - further investigation required into rail needs and stand-alone costs
 - Replacement of existing bridge recommended
 - Existing structure not to be retained (costly upkeep, liability)
 - Supporting Rationale
 - Rehabilitation costs are significant
 - Rehabilitation achieves limited extension of service life
 - On-going maintenance of the existing structure will be more intensive and higher than with a new structure
 - Proposed connection concepts difficult to achieve with existing structure
 - Possible new structure type
 - Depends in part on required navigational channel width (150 m minimum for single direction, 200 m for bi-directional marine traffic)
- 2031 Traffic Assumptions
 - Changes to land use assumptions (GMS 5.0 Draft 2)
 - Fraser Mills development: Coquitlam
 - Labatts Site and downtown New West: New West
 - South Westminster and Surrey Centre: Surrey
 - Future improvements assumed to exist in 2031
 - Gateway Program
 - South of Fraser Transit Plan
 - Provincial Transit Plan (e.g. Skytrain extension into Surrey)
 - Stormont McBride: 4 lanes connecting McBride to Gagliardi
 - Existing Pattullo Bridge assumed to be reduced to three lanes (reversible centre lane) if retained for long term
- Managed Traffic Lanes
 - Potential of HOV and HPV (truck) lanes reviewed
 - Investigated feasible facility extent, expected usage
 - Analysis indicates HOV or HPV facilities are not viable
 - Supporting Rationale:
 - Low HOV demand in corridor (600 vph peak direction)
 - Multiple connections have low demand and may diminish potential usage from bridge HOV lane
 - Direct access to / from bridge HOV lane is cost prohibitive
 - Truck demand is high (400 vph peak direction), but not high enough to warrant restricted use lane
 - Truck origins / destinations match the proposed auxiliary lanes between SFPR and NFPR
- Multiple Account Evaluation
 - Financial
 - Capital cost, property cost, OMR costs, salvage cost
 - Customer Service
 - Travel time savings, traffic safety, ped/bike accomm.

- Socio-Community
 - Impact on parks, noise, displacements (3 categories)
- Environmental
 - Impact(s) on land, water, air
- Economic Development
 - Network connectivity
- Bridge Feasibility Analysis
 - Combined road / rail Bridge is technically feasible, but challenging from operational and other perspectives
 - Rail requirements dictate that any combined structure remain in existing Pattullo Corridor (i.e., Alignments 1, 3)
 - (1) within ~200 m upstream of existing rail bridge, or
 - (3) between the Pattullo Bridge and SkyBridge
 - Height of rail bridge likely needs to be increased to 20m (current height = 14m)
- Next Steps – Port Authority to look at:
 - **Rail (Port / TC)**
 - Further study to examine the business case for a combined road / rail bridge
 - Study marine navigation needs (future demand)
 - Estimate cost of rail-only bridge
 - Define and estimate cost of rail approaches
 - Determine impacts of SkyTrain tunnel
 - **Road (TransLink)**
 - Confirm optimum bridge alignment
 - Develop functional design
 - Further study to examine the desired connections
 - Consult community / stakeholders
 - Develop land / right of way protection strategy
 - Update cost estimates & develop financing concepts

In response to queries the following information was provided:

- Improvements to the Port Mann crossing are accounted for in the study
- The City does not want a thoroughfare down King George Hwy. Want access around the City not through the middle.
- Work starting now to do preliminary traffic analysis and whether replacement bridge could be funded by tolls. Have not looked at the impacts as a whole.
- TransLink to work with City staff.
- Nothing is in place as yet. No FOI's done on this project as yet. After Phase I things have been a bit dormant, but next phase to kick off shortly.
- Configurations show connections only as going to the south. To consider twinning of Port Mann. Coordination of two bridges seems apparent to reduce costs.

2. Transit Plans Update

File No. 0500-01

Deferred.

3. Robert's Bank Corridor Update

File No. 8630-20

Deferred.

4. 84 Avenue (King George Highway – 140 Street)

File No. 5400-80

Jaime Boan provided a powerpoint presentation update on 84 Avenue / 88 Avenue & King George Hwy Strategic Review (dated April 8, 2009):

- Strategic Missing Link Review.
- 88 Avenue / King George Hwy Current Situation.
- Public Polling Survey (PPS) – Network Concerns for Surrey provided
- 84 Avenue: King George Hwy to 140 Street - Engineering assessment provided.
- 84 Avenue Public Opinion provided.
- PPS promote the need for 84 Avenue link.
- Proposed 84 Avenue alignment – right of way required.
- 84 Avenue opportunities include identifying and including additional features for local community.
- Environmental issues and opportunities for both Bear Creek and King Creek, wildlife corridors, implication on 12 significant trees within the ROW, felled trees to be replaced on a 2:1 ratio. Historic landfill capped in 1967 is now leaching and eroding.
- PPS 88 Avenue / King George Assessment – high collision intersection. Solution includes 3-lane roundabout - outperforms 6-lane signalized intersection, reduces pollution and cost effective.
- Roundabout considerations include possibility of simultaneously installing the roundabout at King George Hwy and 88 Avenue, and the 84 Avenue connection.
- Conclusions provided.
- Potential Timelines:
 - Public consultation within three months
 - 84 Avenue and bridge construction by mid 2010, project completion by 2011
 - Roundabout construction begin mid 2010, completion coincides with 84 Avenue link.

RECOMMENDATION:

It was

Moved by Councillor Rasode

Seconded by Councillor Hunt

That the Transportation Committee recommend

that Council endorse the commencement of a public consultation process for the 84 Avenue connection and the undertaking of further design for a roundabout at King George Hwy and 88 Avenue.

Carried with Mayor Watts against.

5. Truck Route

File No. 8630-30

Corporate report has been prepared with a change made in the truck route that added a route between 16 Avenue and 32 Avenue.

- This is important due to trucks potentially travelling along 24 Avenue.
- 96 Avenue is a truck route.
- 140 Street is part of City Centre Plan with the potential for extending to 108 Avenue to bypass the City Centre core.

Discussion:

Staff suggested opening up the segment of 64 Avenue from King George Hwy to 152 Street as a truck route. 64 Avenue is a major road network. The transportation plans include truck traffic using No. 10 Hwy as a major truck route.

RECOMMENDATION:

It was

Moved by Councillor Rasode

Seconded by Councillor Hunt

That the Transportation Committee recommend

that Council approve the proposed alterations to the forthcoming Corporate Report to include a truck route be added between 16 Avenue and 32 Avenue.

Carried

6. Heritage Rail

File No. 6800-01

Jaime Boan provided the following update:

- Submitted a revised Memorandum of Understanding with Southern Rail.
- BC Hydro owns the rail corridor.
- Removed capital funding for the baggage car.
- Proposing to use a "donkey" car to power the passenger car.
- Relying on an extensive fund raising campaign in the hopes of raising \$1.5Million.
- Provide an interoffice memo to finance saying we are reviewing the request and will report back to the committee to report obligations to city. MOU is critical to operation. Meeting with Rail to discuss. MOU is extremely one sided to Surrey. If Southern Rail is interested as a partner in the project, Southern Rail is not responsible for any of it.

Committee comments:

- City was requested to consider a \$400,000 grant earlier. The City would have to forego other projects to do so.
- Heritage Rail is providing another car (estimated value of \$400,000). This is a contribution in kind. Looking for funding partners.
- Insurance issue is the critical one.

RECOMMENDATION:

It was

Moved by Councillor Rasode

Seconded by Councillor Hunt
That the Transportation Committee recommend
that Council request staff continue to work on the relationship with Southern Rail
to see the issues addressed for Heritage Rail.

Carried

F. CORRESPONDENCE

G. UPDATES

H. ANY OTHER COMPETENT BUSINESS

I. NEXT MEETING

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

J. ADJOURNMENT

It was

now adjourn.

Moved by Councillor Rasode

Seconded by Councillor Hunt

That the Transportation Committee meeting do

Carried

The Transportation Committee adjourned at 11:00 am.

Jane Sowik, City Clerk

Councillor Hunt, Acting Chair
Transportation Committee