

**Present:**Chair - Councillor Bose  
Councillor Hunt  
Councillor Rasode**Absent:**

Mayor Watts

**Staff Present:**J. Boan, Transportation Manager  
V. Lalonde, Engineering Department  
H. Dmytriw, Legislative Services**A. ADOPTION OF MINUTES**

It was

Moved by Councillor Hunt

Seconded by Councillor Rasode

That the minutes of the Transportation

Committee meeting held on April 8, 2009, be adopted.

Carried**B. DELEGATIONS****1. Mankeerat Aujla**

File No. 5400-80

Delegation was to appear regarding the Traffic safety issue in the area of 68<sup>th</sup> Avenue and 151A Street. Delegations did not show.**2. Lori MacDonald, Executive Director, Emily Carr Students' Union**

File No.0500-01

Tiffany Kalanj and Pricilla Bartlman, student union representatives for Vancouver Community College and Emily Carr respectively provided a presentation regarding the Expansion of the U-Pass Program in the TransLink ten year funding plan.

The following comments were provided by Ms. Bartlman:

- April 7, 2009 the delegation filed a complaint to the Office of the BC Ombudsman regarding the U-Pass program.
- Have attempted for 8 years to expand the U-Pass program with a fair and universal manner with little or no response from TransLink. TransLink discriminates against certain students on the basis of revenue neutrality.
- The revenue neutrality policy punishes schools that currently have a high percentage of transit users as it means they will have to pay a higher rate for the U-Pass.
- Kwantlen Polytechnic University Newton campus generates far less U-Pass revenue at \$18.91 than the rate survey would dictate.

Tiffany Kalanj, provided the following comments:

- Copy of complaint to BC Ombudsman was provided in the agenda package.
- The *Ask* in the complaint is for the BC Ombudsman to review the complaint, and to implement a standard of fairness in implementing this policy.
- Students attended consultations regarding the 10 year Transportation Plan. No funding has been set aside in the 10 year plan. Students are concerned the U-Pass program will not extend to those students excluded.
- TransLink receives funding from public dollars and are to implement fairness. It is not a controversial issue any longer when the current CEO of TransLink has twice gone on record stating that neutrality is a failed policy. TransLink, the Province, the Institute, and cities contribute to making it all work. This is an opportunity for Surrey to take a look at that the policy and to show they are a leader in this area and to be a part of this movement to have the program implemented in a standardized way. I would hate to see Kwantlen excluded from the program. Make a plan for Surrey citizens for the next decade.
- They can appreciate the difficult situation that TransLink is in with a spiral of funding and advocated very loudly for excessive funding for TransLink. The Premier's platform included working around this for funding for a flat fee that is the same for students from Metro Vancouver and lower for the rest of Vancouver where transit is limited.
- When there is the right information and political pressure students and cities can work together to make it work for all. Much like passes for K-12.
- Requested this committee to consider a motion for Council to support the U-Pass and to consider that all students be included in the U-Pass program as a universal pass for post secondary students, as promised by the Premier.

Committee comments:

- There is a frustration of the other side of this issue. The problem is that TransLink is not in the business of subsidizing. The whole issue has always been revenue neutrality. It is unfair and a problem. TransLink does not have the ability to fund or subsidize and has to be revenue neutral to work. This works against any institution where students travel by transit.

The Chair commended the delegation for being so assertive and providing a good presentation. The issue and argument is in the complaint with the BC Ombudsman and noted there is no need for this committee to endorse a complaint. Students attending different institutions are not treated equally. Councillor Hunt commented that this is out of Surrey's jurisdiction. This City can only approach this issue through the Mayors' Council. This goes back to the problem that created the problem to begin with: the Revenue Policy. A huge incentive for UBC was in that UBC could turn their parking into buildings. This was what got the U-Pass started. Incentives that made U-Pass work for UBC are not in other institutes such as Emily Carr. If it was up to the institutions to keep funding this they would cancel it quickly. A standardized student fare would be suggested. There is a no win on the revenue neutrality.

The Chair noted that the process and normal practice is to hear the delegation and to hear submissions often doesn't take place at the same meeting as the

delegations appear. Written submissions are requested for the July 21, 2009 agenda and will give the committee a chance to review. The Mayor will be at that meeting. Council meets again July before summer recess. This matter needs to be dealt with as soon as possible as coordinating funding for student U-Passes is time sensitive.

The BC Ombudsman case is a separate issue and a response should not be expected from the BC Ombudsman until next year.

The Chair thanked the delegation on behalf of the committee.

**3. James McGivern, McGivern Enterprises Ltd.**

File No. 5400-22

James McGivern was in attendance to discuss concerns regarding the King George Highway widening project on King George between 24 Avenue and 152 Street, specifically at White Rock Honda. Mr. McGivern made the following comments;

- This issue started in April 2006 with a letter from the City Engineering Department. A number of meetings with staff were held at his request at White Rock Honda. A year later he was advised that the project included the joining of driveways for three businesses, in order to create a left turn lane on King George Highway. This would have caused a loss of access and made the whole frontage closed off. (Staff noted this had to do with the median and the need for left turn bay into one rather than 3 driveways. This was reviewed by this Council and approved 2 years ago.)
- A number of issues were resolved, but was told that the boulevard was raised to drain storm waters back to road rather than the properties and a sidewalk would stop at the property with a gentle slope onto the property.
- In actuality the highway is 7 feet higher than before with a sharp pitch onto the property and the sidewalk is situated closer to the property than what was originally told.
- April 2005 photos and current photos were compared.
- McGivern's request was to move the sidewalk closer to King George Hwy. Staff noted that:
  - Originally the sidewalk was planned to be closer to the road but when reviewed in more detail, due to planned Heritage Oak Tree placement and future bus lanes needs, the City put the sidewalk at its ultimate location.
  - The photos of the site, before and after, show that visibility of the White Rock Honda is actually better than it was before the project.

The Chair thanked the delegation.

**C. BUSINESS ARISING FROM THE MINUTES**

**D. NEW BUSINESS****1. 84<sup>th</sup> Avenue Missing Link**  
File No. 8630-30

A review of public consultation and design approach options.

The following comments were made:

- A presentation on the 84 Avenue project was provided by staff in April 2009. Staff had undertaken a review of the missing links in the City and determined that 84 Avenue: King George Hwy to 140 Street was the most critical link. The Project for Public Spaces also supported the need and benefits of completing the 84 Avenue link.
- The Transportation Committee and Council supported bringing the 84 Avenue project forward for consultation with the public.
- Since that time, staff hired Michael Wallwork, an international traffic and roundabout expert. Wallwork recommended the following:
  - Roundabout should not be constructed at 88 Avenue and King George Hwy at this time as the intersection is demand constrained (traffic volumes could increase beyond a 2-lane roundabout) and the additional throughput would increase current congestion at upstream and downstream intersections.
  - Need to divert traffic away from King George Hwy and 88 Avenue before considering a roundabout at this location.
  - Important improvements that would reduce volumes along King George Hwy at 88 Avenue and through the city centre are:
    - Completion of 84 Avenue missing links:
    - Completion of missing section of 128 Street: 109 Avenue to King George Hwy
    - Divert traffic from King George Hwy to 132 Street and 128 Street by directing traffic destined to the Patullo Bridge to 128 and 132 St.
    - Complete the inner and outer ring roads.
  - Introduce Gateway roundabouts at City Centre on King George Hwy at 108 Avenue and either 100 Avenue or Fraser Highway. Mr. Wallwork is preparing conceptual drawings and analysis to confirm the suitability of these roundabouts.
  - Consultation for a challenging project like 84 Avenue unlikely to sway strong local opposition, Council should consider approving the project and directing consultation on design treatments/options.

It was

Moved by Councillor Hunt

Seconded by Councillor Bose

That the Transportation Committee defer

this issue to the July 21, 2009 meeting for staff to provide further reports and possible resolutions to the problems associated with 88 Avenue and King George Highway.

2. **Croyden Drive/20<sup>th</sup> Avenue Alignment Options**

File No. 5400-22

2031 traffic modeling revealed the need for a 20 Avenue overpass of Hwy 99 to provide relief for 24 Avenue and 16 Avenue with development of the Grandview Heights area.

Croyden Drive would need to be shifted east at 20 Avenue to allow it to intersect with 20 Avenue, which is critical for traffic circulation and access to and from the commercial areas.

Staff reviewed options for realignment of Croyden Drive and 164 Street and discussed the differing impacts on mobility and land use for finalization of option choice prior to public consultation.

The three options for the Croyden Drive realignment south of 20 Avenue were:

- A. Set the alignment approx 80 m west of the hydro lines:
  - Most consistent with the Hwy 99 LAP
  - Allows IB and some large format retail (but limited)
  - Hydro corridor used for parking/buffer (as per LAP)
- A1. Follow as close as possible to the Hwy 99 alignment:
  - Allows large format retail with parking consistent with Hwy 99 LAP
  - Hydro corridor used for parking/buffer (as per LAP)
  - Results in sections of single loaded development
- B2. Shift east of the hydro lines and then south along the existing 164 Street:
  - Maximizes land available for large format retail
  - Takes advantage of existing sections of 164 Street south of 20 Avenue
  - 20 Avenue becomes discontinuous
  - 164 Street encouraged as link between 20 Avenue and 24 Avenue
  - Croyden Drive would impact NCP#2 and the land use proximity would not be compatible. Land uses in NCP#2 would have to be revisited and further public consultation, delaying the NCP.

### COMMITTEE RECOMMENDATION

It was Moved by Councillor Hunt  
 Seconded by Councillor Bose  
 That the Transportation Committee  
 recommends that Council supports the Croyden Drive and 164 Street alignments north of 20 Avenue that are common to Options A and B<sub>1</sub>, and that the Croyden Drive realignment is to be west of the BC Hydro corridor, south of 20 Avenue.

Carried

### 3. Intersection Safety Camera Program (ISC) (Red Light Cameras)

File No. 5460-01

Implementation plan for new digital technology.

The following comments were made:

- ICBC and the Province have set up the intersection safety camera program. The purpose is to reduce the high incidences of crashes at intersections.
- Red light cameras were first introduced in 1999 at 120 locations throughout the Province in an effort to make red light runners accountable. The result was a 6% reduction in crashes and strong public support for the program.
- 23,600 violation tickets were issued in 2008 with \$2.8 Million in fines revenue, a portion of which has gone to Surrey.
- ICBC does not receive the revenue. ICBC pays for the infrastructure but claim reductions offset the costs.
- Existing technology is analog. It is cumbersome and near the end of life.
- This new program will be digital with remote access which will provide better imagery and a more efficient ticketing system.
- The total number of locations will be increased to 140 and 35 will operate at any one time with the ability to turn cameras on and off at any time.
- ISC locations have been chosen based on safety criteria. 1,400 BC intersections were evaluated. 30 locations are expected to be in Surrey.
- They are planning 35 quick start sites (first phase of implementation): 10 in Surrey and Vancouver, 5 in Richmond, Burnaby and Kelowna.
- Council may want to write a letter to ICBC and the Province regarding their future rollout/expansion plans to encourage broader implementation of this effective safety tool.

It was

Moved by Councillor Hunt

Seconded by Councillor Rasode

That the Transportation Committee

recommends that this matter be referred to Council for public information and that a presentation be heard at Council-in-Committee.

Carried

### 4. Proposed Improvements on 144A Street between King George Highway and Highway #10

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

The City has been in dialogue with the Ministry of Transportation regarding the laning and signal timing at 144 Street and Hwy 10. Based on this review, no changes appear to be necessary.

The proposed changes to the exit from KGH to 144 Street intersection are expected to reduce speeds on 144 Street, and should address residents concerns.

Upon completion of these works, staff will recheck travel speeds and assess whether any other actions should be investigated.

It was  
 Moved by Councillor Hunt  
 Seconded by Councillor Rasode  
 That the Transportation Committee receive  
 the report as information.

Carried

**5. Highway Ramps at 16 Avenue and 24 Avenue**  
 File No. 5400-80

**COMMITTEE RECOMMENDATION**

It was  
 Moved by Councillor Rasode  
 Seconded by Councillor Hunt  
 That the Transportation Committee  
 recommend that Council request staff to:

- (a) Proceed with looking to moving ahead with 16 Avenue ramps; and
- (b) Report back with the Provincial Government's interest in providing funding to proceed with access ramps at 16 and 24 Avenues.

Carried

**E. CORRESPONDENCE**

**F. INFORMATION ITEMS**

- 1. Regular Council – Public Hearing Minutes – Monday, May 4, 2009.  
 RES.R09-779
- 2. Transit Plans Update and Robert's Bank Corridor Update to be heard at the July 21, 2009 Transportation Meeting.

It was  
 Moved by Councillor Bose  
 Seconded by Councillor Hunt  
 That the Transportation Committee receive  
 the items as information.

Carried

**G. OTHER COMPETENT BUSINESS**

H. NEXT MEETING

The next Transportation Committee meeting is scheduled for Tuesday, July 21, 2009 at 10:30 a.m. in the Executive Boardroom.

I. ADJOURNMENT

It was

Moved by Councillor Hunt  
Seconded by Councillor Rasode  
That the Transportation Committee meeting

do now adjourn.

Carried

The Transportation Committee adjourned at 12:08 pm.

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Jane Sowik, City Clerk

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Councillor Bose, Chair  
Transportation Committee