
Present:

Mayor Watts
Chair - Councillor Bose
Councillor Hunt
Councillor Rasode

Absent:**Staff Present:**

J. Boan, Manager, Transportation
V. Lalonde, General Manager, Engineering
K. Zondervan, Acting Manager, Utilities
N. Dyrbye, 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 June 30, 2009, be adopted.
Carried

B. DELEGATIONS

1. **Christa Johnston, Fraser Heights** to appear as a delegation to discuss issues with theft since cul-de-sac opened in Fraser Heights.
 - No comments were made. Delegation members were not present at meeting.

C. BUSINESS ARISING FROM MINUTES

1. **Missing Road Links**
File No. 8630-30

At the June 30, 2009 meeting, the Transportation Committee requested that staff undertake further review of options to resolve the problems associated with 88 Avenue and King George Highway.

The following comments were made:

- General Manager Engineering summarized details from last meeting regarding missing links.
- Engineering looked at broader picture and reviewed network regarding needs for city's growth.
- Four corridors were identified: 1) East and West Whalley ring roads, 2) 84 Avenue, 3) 128 Street between 108 Avenue & KGH and 4) 105 Avenue corridor between City Centre and Guildford.
- 88 Avenue is the only continuous east-west route between 64 Avenue and 96 Avenue.

- King George Highway and 88 Avenue are key commuter and truck routes. 85,000 vehicles per day travel through the intersection (based on vehicle movements in all directions).
- 88 Avenue and King George Highway intersection has excessive delays with almost one collision per day – one of the 10 highest crash rates in the Province. 88 Avenue is primary route for Fire Hall #1, which is the third busiest fire hall in Canada.
- Collision avoidance treatments have been done over the years, but they have not significantly reduced issues.
- With the continued growth of Surrey and Langley, the traffic volumes will steadily increase, irrespective of transit improvements. 2% growth per year estimated.
- Options to address the issue:
 - Do nothing - will lead to increased congestion over time and collision incidents. Not viewed as an acceptable approach
 - Interchange or jug-handle at KGH/88 Avenue - , out of context localized solution requiring huge expenditure (\$20-30 million) and will simply shift congestion issues to adjacent intersections. Not considered an appropriate approach.
 - Widening 88 Avenue to 6 lanes - would involve significant property acquisition, reconstruction, impact to property owners and extremely high cost to the City. Not viewed as a viable option.
 - Complete missing road links – 84 Avenue from KGH to 140 Street and 124 Street from 108 Avenue to KGH.
- A question was posed as to the status of the review of a roundabout at 88 Ave/KGH. A world expert on roundabouts and traffic engineering was consulted and he recommended the following:
 - The City should not install a roundabout at 88 Ave/ KGH at this time due to latent travel demand and the increased traffic flows that would impact adjacent intersections.
 - The City should look at roundabouts on 108 Avenue at KGH.
 - To address the issues at 88 Ave/KGH the traffic volumes need to be reduced through completing the 84 Avenue and 128 Street missing road links.
- There is history regarding 84 Avenue project, it first came to Council in 2000. The project stalled, but was kept on the plans for future consideration. The project came back to the public and Council in July 2007. Council recommended that further review was required and the consultant Project for Public Spaces should be consulted.
- They recommended that
 - 84 Avenue should be completed as a multi modal link and that the City should involve the public in developing a design that is context sensitive.
- Summary: 84 Avenue from KGH to 140 Street is the top priority project and 128 Street: 108 Avenue to KGH is the second priority missing road link.
- Component of Transportation Strategic Plan to achieve multi-modal mobility goals and provide more travel choices.
- Consistent and supportive recommendations from consultants.
- Renaming of road was discussed. It was suggested to consider renaming Whalley Ring Road to City Centre Ring Road.

COMMITTEE RECOMMENDATION

It was Moved by Mayor Watts
Seconded by Councillor Rasode
That the Transportation Committee
recommend that Council approve the renaming of Whalley Ring Roads to East and West City Centre Ring Road's .

Carried

- Engineering met with the Parks Department. Parks may be interested in a wider structure for pedestrians to cross under the King Creek bridge. Public stakeholders and Parks Department will be met with further.
- Proposal is to locate the road along the south side of Bear Creek Park. Over 50% of the roadway would be located within the hydro-corridor which is more scrub and brush area.
- Context sensitive design will address loss of parkland issue and parking requirements for surrounding churches and businesses as well as large complex of apartments.
- The Parks Department regards Bear Creek Park, on the north side of the proposed road as an active park. The land to the south is valued as a non-active conservation area where they would want to minimize human interaction. Engineering staff noted that the road does create a division between the two types of land use.
- It was suggested to review the non-active part of the park for undesirable evening activity.
- It was clarified that the area discussed is a creek setback and natural preservation area rather than a park. This terminology pertains to the lands south of Bear Creek Park.
- Park improvements would be made in conjunction with the Parks Department; there are a number of improvements that can be made as part of this project.
- Proposed treatments include using a root barrier along the north edge of the road and widened boulevard with significant trees planted; similar street design to 100 Avenue at Green Timbers Park.
- Strategic Targeted Consultation needed for 84 Avenue project.
- Important to develop consistent messaging, keeping public updated and informed, involve stakeholders and manage media inquiries.
- Primary Message: completion provides alternate east/west route, reduces congestion and saves travel time in the City.
- Secondary: The City is working directly with local residents and businesses to ensure that the completion of 84 Avenue reflects the community's interests and priorities.
- Public Consultation process involved the following: telephone survey, stakeholder meetings (5-8 people), residents on east and west side of Bear Creek Park, Residents on West Side, Parks Advisory Committee, West side condo complex, East side church, East side temple (new one) Environmental Groups, e.g., Surrey Environmental Partners, Business Groups.

- Will not be going with Public Open Houses, believe much more productive public input would be achieved through a more direct format (stakeholder meetings), general public will be able to comment via phone lines and website.
- Telephone Survey: 67% supported in 2000 and 29% opposed. In 2009 74% supported and 24% opposed. Results based on a sampling of 600 people.
- Survey was conducted by Ipsos Reid.
- Broader Public = 75% in favor and 22% opposed.
- A random sampling of questions used in the survey was provided for consideration.
- Overall there is strong support for completing missing road links in the City.
- There is a strong case for completing 84 Avenue.
- Strategic improvement of traffic movements and network connectivity
- There will remain a vocal minority of opposition
- Suggesting further public consultation be conducted similar to the process used in the 156 Street underpass project.
- Project was announced and staff worked with community to best address their concerns and objectives.
- Majority wanted project
- Minority opposed

It was

Moved by Councillor Rasode
 Seconded by Councillor Hunt

That the Transportation Committee supports the 84 Avenue link between King George Highway and 140 Street as a critical link needed by the City, and that staff prepare a report for Council's consideration.

Carried

- Other discussion: Engineering should develop a list of commonly asked questions and assumptions regarding growth in transit usage. There is an argument that public transit could mitigate the need.

2. Robert's Bank Corridor and Whistle Cessation Update

File No. 8630-20

Staff to present update on the Grade Separation project for the RBRC as well as efforts towards whistle cessation along this corridor (also brought forward from June 30, 2009 agenda).

The following comments were made:

- Delta Port Terminal Expansion significant train capacity will be required. Existing length of trains 8,000 ft, proposed length is 12,000 ft.
- Existing trains are 12 per day; projected trains are 24 per day.
- Increase frequency of trains will create traffic delay increases from 2 to 5 minutes
- Increased rail usage of track will be required

- Impact assessment, 9 public crossings, led to a funding agreement between Transport Canada, the Port, the railways, the Ministry of Transportation and Infrastructure, TransLink and the municipalities to fund mitigation methods.
- In 2007 a study was initiated to look into the impacts. 9 of the public road crossings were identified for grade separation at a cost of \$307 million. Total cost for grade separations in Surrey: \$182 million.
- City of Surrey contribution \$22.4 million
- Two other studies have been completed recently:
 - RBRC Surrey/Langley Grade Separation – March 2009
 - RBRC 152 Street Pre-design Study – March 2009
- Municipalities are responsible as delivery agents on this project.
- The revised terms, the partners of the group will sort out cost overruns on the project instead of the municipalities being held strictly accountable.
- Crossing in Surrey were to be 152 Street, 192 Street, 196 Street, 54 Avenue and 168 Street (solely for railway siding purposes). There would be various closures at other crossings as well.
- Total projected cost for the 152 Street overpass is \$53 million; The City of Surrey's portion would be \$8.8 million.
- Projected Timeline for Project is as follows:
 - Reference concept design – Commence August 2009
 - Hire Project Manager & Owners Engineer – August 2009
 - Environmental Impact Assessment Study underway completion expected – September 2009.
 - Design/Build start approximately Jun 2010
 - Because of the Federal funding contribution the 196 Street overpass will fall under the CEA (Canadian Environmental Assessment Act). Due to recent regulation changes, no other projects will require the CEA process.
- Question re: infrastructure money: it was discussed that an updated report will be sent to Council next Monday (July 27) advising on where we have achieved success with our funding projects. It was discussed that it was believed funding monies would be funneled through to the Province rather than coming directly to the City.
- Group indicated the Province uses the bulk of funding for major projects and minor communities. As a result, very little in funding is left for cities of 100,000 and the size of Surrey.
- 168 Street Crossing – goal was to achieve 13,000 ft siding
- Original cost estimate and funding agreement between Transport Canada and Railways \$24 Million, refined cost estimate came in at \$46 Million.
- In lieu of the 168 project, alternatives were explored. Agreement has been reached to extend the Mud Bay siding east. This involves closing the 127A and 131A crossings and constructing new roads along the north and south side of the railway for property access.
- With completion of the overall project a whistling ban would be installed along the entire corridor and hence there would be no whistling south of Panorama Ridge.
- Study of projects at Surrey/Langley border (192 Street, 54 Avenue, 56 Avenue and 196 Street), recommended 54 Avenue over 56 Avenue as it presented the major benefits for traffic.

- Recommendation was taken to Langley City Council and they do not wish to support it.
- Engineering proposed to complete the 152 Street Reference Concept and then move to design build method of delivery with an estimated completion of 2014.
- Would like to tie all crossings into one large design/build project, but may not be possible if agreement isn't reached with all partners.
- Construction will need to begin by Summer 2010

3. **36 Avenue – 154 to 156 Street Road Opening Petition**

File No. 5400-80 (03600)

Staff to present information and an assessment on the traffic volumes in the area and school operations. Presentation will include an assessment of the traffic volume shift related to the 156 Street closure south of 40 Avenue.

The following comments were made:

- Additional traffic counts were taken to assess the closure of 156 Street
- Reviewed key traffic volumes. There is a traffic growth factor along with the impact of the closure. Average of 65 vehicles per hour has increased to 150 vehicles per hour along 156B Street.
- Percentage increases in traffic volumes due to the 156 St closure were:
 - 36 Avenue – 32% in peak and 41% all day
 - 156B Street – 98% in peak and 140% all day
 - 156A Street – 12% in peak and 34% all day
 - 37A Avenue – 37% in peak and 36% all day
- 156B Street now at 1400 vehicles/day – 150 vehicles/hour
- Similar residential collector volumes: 28 Avenue West of King George Highway
- 26 calls were received which opposed the closure, 8 were received thanking for the closure.
- 36 Avenue – if it were to be opened there would be a daily volume of 1150 vehicles or hourly peak of 135 past the school. This equates to only about 2 vehicles per minute. The biggest change would be reductions for 37A Avenue where there have been complaints.
- Opening 36 Avenue would provide improved wayfinding, traffic dispersion and travel choice for the area.
- Conclusion is that the traffic volumes throughout the neighborhood are relatively low and from a traffic volume perspective neither opening nor closing the 156 St or 36 Avenue would result in undue traffic volumes on any road. No matter what way it is done there will be concerns from some of the residents. The recommendation is to either open both 36 Avenue and 156 Street or to close both.
- 156B Street was viewed as a temporary closure until full public consultation could be taken in conjunction with development of the park.
- Conclusion: Closing 156 Street increased volume of traffic on surrounding streets. Opening 36 Avenue would realize a reduction in other street volumes, it was discussed that there was a 7 page petition submitted in support of re-opening 156 Street.

It was
 opening 36 Avenue.

Moved by Mayor Watts
 Seconded by Councillor Rasode
 That the Transportation Committee support

Carried

4. **Croydon Drive/20 Avenue Alignment Options**
 File No. 5400-22

Update from staff.

Recommendation to Council received July 13, 2009 has been referred back to the July Transportation Meeting:

"It was
recommends that Council supports the Croydon Drive and 164 Street alignments north of 20 Avenue that are common to Options A and B1, and that the Croydon Drive realignment is to be west of the BC Hydro corridor, south of 20 Avenue.

*Moved by Councillor Hunt
 Seconded by Councillor Bose
 That the Transportation Committee*

Carried

The following comments were made:

- Raul Allueva explained that since this motion was carried, there have been some questions and concerns.
- An additional option has been looked at by Engineering as a result and it will be reviewed today.
- HWY 99 Corridor Plan was approved in 2004. Approved before Grandview Corners.
- The Corridor Plan did provide a mix of commercial business park and light impact industrial uses.
- Commercial development was an issue.
- Croydon Drive linked all employment lands to 16 Avenue and 24 Avenue
- Separated business traffic from neighbourhood traffic to east
- Significant DFO setbacks for red coded Fergus Creek
- Alignment utilized 18 Avenue Road allowance
- 2031 Traffic Modeling Study undertaken revealed need to extend 20 Avenue over Highway 99.
- Connectivity of Croydon Drive to 20 Avenue crucial component
- New alignment was taken forward to Grandview Heights NCP#2
- These potential changes contributed to the delay of NCP#2.
- Had to be taken back to the citizens advisory committee
- This Croydon Drive alignment revision was not favoured by major land owners in the area due to inability to effectively utilize the hydro corridor.
- As a result, 4 alternatives were developed for the Croydon Drive and 20 Avenue alignments.
- Option A – sticking with original LAP intent, midway between the hydro corridor and the creek setback. Allows the corridor to proceed in

accordance with the LAP. Limits large format retail south of 20 Avenue. NCP#2 can proceed as there would be no changes in land use. 160 Street and 20 Avenue remain as originally proposed.

- Option B₁ - West of Hydro Corridor – retains integrity of Croydon Drive in LAP, NCP#2 can proceed as there would be no changes in land use. 164 Street and 20 Avenue remain as originally proposed. Implications are that major developer does not support this alignment due to space available for buildings and surface parking. Staff believes that large format commercial can fit with this road pattern if using the LAP parking standards. The alignment does result in sections of single loaded development.
- Option B₂ – East of Hydro Corridor – maximizes area available for large format retail. Takes advantage of existing portions of 164 Street. – Preferred by major land owner. Implications: Intersections on Croydon closely spaced, 20 Avenue discontinues and use of 164 Street to 24 Avenue encouraged. Land use changes to NCP #2 may be required due to conflicting uses.
- Option B₃ – East of Hydro Corridor – Takes advantage of almost the entire existing 164 Street road allowance, maximizes land use for large format retail, may have traffic advantage of better splitting traffic. Minimal new road dedication required. Shifts some traffic from 160 Street/24 Avenue. Implications: Croydon Drive ends at 20 Avenue and is not the spine of the HWY 99 Corridor. 164 St: 16 Avenue to 32 Avenue continuous resulting in unexpected traffic impacts that may require reclassification from Collector to Arterial standard. NCP#2 – Land Use would need to be changed. Requires significant regrading on 20 Avenue and environmental compensation for removal of a yellow coded ditch/creek along 164 Street. The significant costs associated with this would need to be funded by the major developers that would benefit from the change.
- Options B₁, B₂ and B₃ create a fundamental shift from a business park to large format retail.
- Engineering recommended that the Committee stay with what was originally recommended at the June 30, 2009 meeting. Councillor Rasode requested more information in terms of Environmental Impact for Option B₃ and further information on parking guidelines. Chair requested information from Community Advisory Committee on the Options.

5. Highway Ramps at 16 and 24 Avenues

File No. 5400-80

Recommendation to Council received July 13, 2009 has been referred back to the July Transportation Meeting:

"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

The following comments were made:

- This item was dealt with along with #4.

6. Expansion of the U-Pass Program

At the June 30, 2009 Transportation meeting, Tiffany Kalanj and Pricilla Bartlman, student union representatives for the Vancouver Community College and Emily Carr spoke to the expansion of the U-Pass Program. They were asked to submit the following:

1. U-Pass speaking notes;
2. Draft motion for the City of Surrey.

This item was deferred until the September 21, 2009 meeting.

7. Capital Project between 96 Avenue (128 Street to 131 Street)

Engineering presented road design plans for this road which include median installation to the Committee for their review and approval.

It was Moved by Councillor Hunt
Seconded by Councillor Bose
That the Transportation Committee
approves the road and median design presented.
Carried

D. NEW BUSINESS

1. Hampstead Heath Traffic Calming 131 and Laronde

David Bligh & George Furgala were in attendance. Mr. Bligh shared with the Committee that he attended the July 21, 2009 meeting because a series of letters have been written to the City since 1989 advising of the problem and the City Engineering Committee has not acknowledged satisfactorily. When the Community was first built, Hampstead Heath was initially to be a dead-ended street. Not long after the project was completed a school was built and the road was opened up to allow vehicle access to school.

The following comments were made:

- 17 years ago, there was a plan was to extend the road; however, the plan has never been realized.
- Traffic calming (speed humps) has been requested for 131 Street and Laronde Drive, along with signage of 30 kph on 131 Street and having Laronde Drive pushed through to 20 Avenue.

- Mr. Bligh received correspondence from City Engineering stating that after review of the request the criterion needed to implement traffic calming measures and speed limit reductions are not met. They also noted that the extension of Laronde Drive would only occur with development of the adjacent lands.

The Chairman said that staff will be assigned to review this matter further and will report their findings at the September 21 meeting.

E. CORRESPONDENCE

F. INFORMATION ITEMS

G. OTHER COMPETENT BUSINESS

H. NEXT MEETING

The next Transportation Committee meeting is scheduled for Monday, September 21, 2009 in the Executive Boardroom at 1:00 p.m.

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 12:49 pm.

Jane Sowik, City Clerk

Councillor Bose, Chair
Transportation Committee