

Present:

Chair - Councillor Bose
Councillor Hunt
Councillor Rasode
Mayor Watts

Absent:**Guests:**

Mankeerat Aujla
Steven Beck, BEST (Better
Environmentally Sound
Transportation)
Deb Jack, Surrey Environmental
Partners
Elizabeth Model, Downtown
Surrey BIA

Staff Present:

City Manager
J. Boan, Transportation Manager
V. Lalonde, GM Engineering Department
N. Dyrbye/H.Dmytriw, Legislative Services

A. ADOPTION OF MINUTES

It was Moved by Councillor Hunt
Seconded by Mayor Watts
That the minutes of the Transportation
Committee meeting held on July 21, 2009, be adopted.
Carried

B. DELEGATIONS**1. Mankeerat Aujla**
File No.

Traffic safety issue in the area of 68 Avenue and 151A Street.

The following comments were made:

- The delegate has felt since living at this location that traffic travels too fast and that traffic calming was required. In past the City has said there were no issues. The criteria for implementation of traffic calming is quite demanding.
- Looked at design criteria and intersection. The developer has tapered the street at the property lines and taken away parking west of the intersection so now the street is wide open. Thinks parking should be allowed on both sides to reduce speeds.
- East of the intersection the street should be 6.5. Is now 8 meters wide.
- Cars turning left from 68A Ave to 151A St shift toward the centre of the road and cross over the stop bar on 151A St (wrong side of the road) to avoid a ridge on the south side of 68A Ave at the intersection. This is a safety issue. If the ridge was eliminated and street parking allowed, traffic would slow down and turn correctly at the intersection.

Staff comments:

- Staff looked at traffic speeds, 85% was 41 kph--well below where would look at traffic calming.
- Traffic volumes were too low to meet criteria (national standards) warranting a four way stop.
- 68A Ave is 8.5 m wide west of 151A St and 8.0 m wide to the east as it transitions from through local to a frontage road standard. Staff will investigate the parking restrictions currently in place
- Staff were unaware of the ridge in the road and will investigate.
- Request for 30 kph playground zone – criteria involves elementary schools or playgrounds or other unique condition, there are no such conditions on this street that would warrant the speed reduction.
- Grade on 68A is 11%, which is within City criteria for a local road.
- Request for sidewalk on the south side of 68A Ave from 151A St to 152 St. This will be put into our sidewalk list, but we have a lot of requests and identified needs throughout the City. As there is a sidewalk on the north side of the road, we cannot at this point say when this location would reach the top of list in terms of construction.

Delegates departed meeting at 9:28 a.m.

2. **Steven Beck**, BEST (Better Environmentally Sound Transportation)
File No. 5400-80

Mobility Matters program – travel planning services and mobility solutions.

The following comments were made:

- The delegate thanked the committee for the opportunity to speak to this issue today.
- BEST has been focusing on sustainable transportation since 1991. It was originally mostly bikes and over the years has branched out into other campaign programs.
- New program developed: an innovative approach to suburban transportation that focuses on neighbourhood planning. The idea is to get people out of single occupancy vehicles to reduce congestion, make streets safer and improve health and environment. by changing people's travel habits.
- Suburban communities face greater challenges than urban communities such as Vancouver. Studies show that approximately half of people's trips are short distances where other modes of transportation can be used.
- Mobility Matters program was designed to be launched in South of Fraser communities: Central Surrey, Langley and White Rock.
- The goal is not to get people to eliminate car use. In Canada the average number of cars per household is 2.3. The goal is to get people down to using one vehicle and other alternatives that exist. The key thing people need is personalized transportation services. Even if people recognize the key solution to the greenhouse problem and congestion problem is they should do without a car – getting to doing so is hard for people to conceive. Once you assist them in planning and looking at alternatives, they find it is easier to make the switch than they anticipated. In working with the cooperative auto network, they have agreed that if we can get 15 families to participate, they will put a coop car in that

neighbourhood. The usual number is 20, but they have agreed to go with 15 for this program.

- The program works on a neighbourhood basis to get people working together agreeing to reduce car use. An essential element of the program is to work on personalized family transportation planning; then expand out to the neighbourhood or complex. There are online tracking tools and web based resources to help people plan their transportation.
- This is a tax deductible, charitable vehicle donation program based on carbon credit purchasing.
- Other incentives – working with merchants in communities to offer incentives to those involved in program.
- Initiate contacts by someone who is interested and to start working out from there.
- Are looking to start launching this program in Surrey over the fall focusing on north Surrey and the Whalley area. Looking for ideal communities to initially target, some may come from transportation surveys the City has done.

Committee comments:

- Staff to work with the delegation to get the data and information on the target areas.
- Transit services options are not great south of the Fraser at this time.
- East Clayton Heights is one area that has developed explosively; the community is rather dense and may have potential candidates. There are many secondary suites, causing a lack of parking in the area. East Clayton is based on seven sustainable principles. One on transportation is to have densities that would be conducive to people ultimately using alternative transport. The services or enticements to get people out of their cars are not yet there.

COUNCIL RECOMMENDATION

It was

Moved by Councillor Hunt

Seconded by Mayor Watts

That the Transportation Committee

recommend Council endorse and recommend participation in the Mobility Matters program.

Carried

3. **Deb Jack, Surrey Environmental Partners**

File No.

Verbal presentation concerning the extension of 84 Avenue from 140 Street to King George Highway.

The following comments were made:

- Copy of the Ecosystem Management Study will be provided to committee.
- The delegation is opposed to the plan for the extension of 84 Avenue as she feels it violates the spirit and the letter of the Sustainability Charter, and will compromise future generations.
- The delegate feels that regardless of how it is that we got to where we are today, we have to deal with what we have and we have to start taking care of it

- There are three components of sustainability: social, economic and environment. Environment has two sections. The hard aspect is generally the things created by humans, the living component, which when destroyed cannot be replaced. We cannot exist without a living environment.
- Have to do things differently and think of things differently.
- Official Community Plan states that we are to conserve, enhance and protect wildlife areas, increasing availability of wildlife habitat throughout the City. Precisely what Parks has done in adding to original cube shape of Bear Creek Park. Its biodiversity is in the variety of life in the area on four levels: ecosystem, species, population and individual.
- In metro Vancouver there are fewer and smaller spaces for species to live. Fragmentation reduces its ability to support wildlife and plant communities.
- Hydro utility corridors can be rich with a spectrum of habitat from one end to another.
- Accumulative impacts of human activities in BC show a connectivity of ecosystems is being lost and limits the ability of species to shift distribution in response to climate change.
- Ecosystem services, processes and conditions provided by nature enable human survival.
- When they become simplified, through loss of parts, you lose ecological resistance.
- National Geographic September 2009 has an interesting piece that has taken New York and manipulated maps to show how it looked before humans arrived.
- An important part of the Serpentine system is the northwest quadrant of Surrey. We cannot take the risk to damage any more fish habitat or there won't be any fish for future generations. 441 trees will be taken down.
- There are concerns that the living environment is perceived as an impediment and not something to be retained for its own sake and services.
- To take a chunk out of the park would result in the loss of harmony.
- In order to do correctly would be a lot more expensive than what is estimated right now.

Staff noted that the number of trees to be removed is a very preliminary number and conservative. The cross-section has not yet been established and thus the number could change. Most of the impacted trees are alders and cottonwood. There are Engineering solutions to mitigate and minimize impacts and the City would work with the Environmental stakeholders like Ms. Jack to ensure that we were identifying and mitigating the issues as best we can.

B. DELEGATION REQUESTS

1. Seraphina Wales File No. 5400-80

Resident of Morgan Creek; concerns regarding the recent closure of 156 Street and 40 Avenue.

It was Moved by Mayor Watts
Seconded by Councillor Hunt
That the Transportation Committee receive
Seraphina Wales as a delegation to the next meeting.
Carried

C. BUSINESS ARISING FROM MINUTES

1. Expansion of the U-Pass Program

File No. 5400-80

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 U-Pass speaking notes; and draft motion for the City of Surrey.

This item was brought forward from the July 21, 2009 meeting.

The following comments were made:

- If going to support in principle, further information needs to be obtained. \$45 million cost per year, by TransLink is in no way sustainable.
- U-Pass came about because UBC had massive parking lots they wanted to eliminate and convert into various facilities. The whole principle was that UBC would subsidize the U-Pass making its implementation revenue neutral for TransLink.
- Other post-secondary schools have not been able to achieve this revenue neutrality.
- Short summary of history of u-pass would be helpful.

It was Moved by Mayor Watts
Seconded by Councillor Hunt
That the Transportation Committee receive the
U-Pass speaking notes and the draft motion for the City of Surrey and request staff to
provide further information on the U-Pass including financial history.
Carried

D. NEW BUSINESS

1. Achieving Road Network Linkages – Problems and Successes

File No. 5400-80

DEFERRED to next meeting.

2. School Zone Improvement Program

File No. 5400-80

The following comments were made:

- Strategic plans in terms of dealing with school safety to encourage walking and cycling to school.
- Have already done a fair amount of work, and have completed engineering assessments of 30 schools. The goal is to complete all assessments and to identify concerns and issues by the end of 2010.
- The other element of this program is to have on-going educational and promotional meetings/campaigns with the schools to encourage and train the children to walk or cycle to school.
- We will provide all schools with the safety assessments and will be undertaking the short term, easy to implement solutions over the next two years. For the more significant works, we will work in partnership with the schools PAC, principals and school board. In order to effect on-going change to student travel patterns, we think it is critical that this initiative not be strictly a City project, but rather a partnership with all parties.
- Challenges will be gaining parents' trust and confidence in their children walking or cycling to school and to maintain sustained funding.
- We are in the process of establishing a prioritization and implementation plan.
- Have been meeting with other agencies including Fraser Health Board and ICBC in an effort to getting children more active and to make this as big and successful a program as we can. Will be meeting with the whole group later this month
- Looking to find schools that are already active and that they would take this on. We need to build on successes at a few schools and slowly spread the program out more broadly where we see interest from the school or parents.
- Timelines –
 - 2009 – Operational reviews, organizing, setting priorities, some physical improvements.
 - 2010 – Completion of operational review, sending out information packages, continuing to implement short term projects and moving forward with education/encouragement plan
 - 2011 – Monitoring and seeing what's working, expanding on the educational side.
- Schedule to be finalized and brought back to the Committee.

3. City Centre Road Name Changes

File No. 5400-80

The Manager, Transportation noted that the current road naming policy from 1957, was updated in 1999. The intent is essentially the same:

- The numbered roads system was introduced; all newly created roads would adhere to this unless an angle, loop road, or a meander.
- Road names to be adopted by Council by resolution.
- If road name cannot be assigned, then corporate report would be done with proposed name.
- Proposed practice is to have a road naming committee established.

The General Manager, Engineering noted that Council ultimately decides on names. The basic concept of the committee is to consider the ideas that come forth from the people in the community. Recommended name changes:

- 135 Street: to be City Parkway (already signed, but not fully implemented with mailing addresses)
- King George Highway: to be King George Boulevard (the entire length)
- East/West Whalley Ring Road: to be City Centre Boulevard East/West
- Other naming options were discussed and it was concluded that signs should be mocked up with the options and reviewed with the Downtown Surrey BIA.

It was

Moved by Councillor Hunt

Seconded by Mayor Watts

That the Transportation Committee

recommends that reconsideration be given to the July 21, 2009 motion with respect to renaming of Whalley Ring Roads and that staff be requested to provide a presentation showing City Centre names, recommended options and consult with Downtown Surrey BIA.

Carried

E. CORRESPONDENCE

1. Letter dated July 15, 2009 from Harry Bains, MLA

File No. 8500-01

Concerning the lack of bus service between 144 Street and 152 Street along 72 Avenue.

The following comments were made:

- Letter should be sent, under Councillor Hunt and Mayor Watts signatures, to Harry Bains to advise that his letter should go to TransLink and that the City of Surrey appreciates his submission.

F. INFORMATION ITEMS

1. Regular Council – Public Hearing Minutes – Monday, July 13, 2009

RES.R.09-1264

2. Regular Council – Public Hearing Minutes – Monday, July 27, 2009

RES.09-1408

3. Regular Council – Public Hearing Minutes – Monday, July 27, 2009

RES.09-1409

It was

Moved by Councillor Hunt

Seconded by Mayor Watts

That the Transportation Committee receive the

resolutions as information.

Carried

G. OTHER COMPETENT BUSINESS

1. The GM, Engineering to meet with Denis Lang to see his electric car. Mr. Lang has been lobbying Council to allow **Zero Emission Neighbourhood cars** to be permitted on Surrey streets posted 50 km/h or less.
2. **84 Avenue Road Expansion** - there have been a lot of public misconceptions in the media that should be highlighted to Council.
3. **Function of South Fraser Perimeter Road** and how it impacts 88 Avenue and the need for 84 Avenue was queried along with traffic impacts on 84 Ave further away from KGH.

Staff noted that they have detailed information in the immediate vicinity and information on the broader implications, but that additional work could be undertaken to provide more detailed analysis of the volumes/impacts.

Part of the consultation process we are proposing will be to determine the characteristics of the road, explain the road connectivity need and explore environmental solutions to the impacts, such as spanning the creeks with bridges wide enough to allow the passage of fish and animals.

H. NEXT MEETING

The next Transportation Committee meeting is scheduled for Thursday, October 29, 2009 at 10:00 a.m. in the Executive Boardroom.

I. ADJOURNMENT

It was

Moved by Mayor Watts

Seconded by Councillor Hunt

That the Transportation Committee meeting do

now adjourn.

Carried

The Transportation Committee adjourned at 11:02 a.m.

Jane Sullivan, City Clerk

Councillor Bose, Chair
Transportation Committee