

Present:

Chair - Councillor Bose
Councillor Hunt
Councillor Rasode
Mayor Watts (1:49 p.m.)

Absent:**Guests:**

Elizabeth Model, Downtown
Surrey BIA

Staff Present:

J. Boan, Transportation Manager
P. Bellefontaine, Transportation Engineer
V. Lalonde, General Manager, Engineering
N. Dyrbye, Legislative Services

A. ADOPTION OF MINUTES

Minutes of the October 29, 2009 meeting to be adopted.

It was

Moved by Councillor Hunt
Seconded by Councillor Rasode
That the minutes of the Transportation

Committee meeting held on October 29, 2009, be adopted.

Carried

B. DELEGATIONS**C. BUSINESS ARISING FROM MINUTES****1. R-91 Update**

DEFERRED from October 29, 2009.

This item was dealt with last on the Agenda.

The following comments were made:

- The R-91 Road Classification Map forms the basis upon which road allowances and cross sections are determined. Staff is planning a future presentation in January 2010 which will include information on the road allowances.
- The intention is to move forward with a map that defines all the road allowance widths. The R91 is the basis for the Operations Department to work from in terms of snow plowing, it forms the basis of decisions on transit routing, where traffic calming will be considered and the setting of speed limits, etc.
- The R-91 provides certainty for developers within the development application process and it is also critical in terms of providing and protecting the roads, infrastructure and servicing to sustain our growing population. There has not been an update to the R-91 since 2002.
- There are approximately 75 changes planned to the R91 that are mostly housekeeping items. One of the objectives of this process is to achieve consistency of definitions between the various bylaws we have. For example,

there are currently two types of collector roads classified in Surrey. The difference between major and minor collector roads is based on one being fully paid by developers and the other qualifying for a DCC rebate. One outcome of the update will be to have the same classification and rules applied.

- As well, there are some roads that need classification changes as the changes in development and density surrounding them has since changed. In addition there have been several road classification changes made within NCPs but these have not been reflected in the R91 map and these need updating.
- To help keep the R91 map up to date, in the future, staff plans to include within Corporate Reports regarding development applications or NCP updates any associated R-91 changes rather than wait for a separate update.
- Some of the changes that are proposed are:
 - 124th Street north of 114th Avenue - as this will now connect to the South Fraser Perimeter Road (SFPR) as a right-in/right-out, the current collector status of 124th Street to the south needs to be extended north to the planned SFPR.
 - 111A Avenue/112A Avenue/124th Street – this road loops from 124th Street under King George Highway to connect to Scott Road and links Bridgeview to South Westminster. As this road provides a good alternative route for industrial and other community traffic and would lessen the likelihood of trucks travelling through the Bridgeview neighbourhood, this road is recommended for reclassification as a collector.
 - 96th Avenue west of Scott Road – this segment of road is currently designated arterial. It will not connect with the South Fraser Perimeter Road and the Corporation of Delta has classified the road as collector in their municipality. Staff feels it appropriate to downgrade our classification to a collector.
 - 124th Street south of 88th Avenue – this would provide a valuable connection that would improve traffic options and circulation in the area it is proposed to put a connection onto the R-91 while recognizing this is something to be done well into the future. However, staff feels it is appropriate to put this on the map to reflect the ultimate vision.
 - 76th Avenue between 128th Street and King George Highway– it was contemplated as being an arterial road in the 1990's, but was designated a collector road. This is the busiest section of collector road in the City and warrants re-designation as an arterial.
 - Newton Town Centre area – this area is identified as an important transit centre. It has been determined that there is a need for improved east/west and north/south connections.
 - Campbell Heights – a collector and arterial network was developed through the NCP and subsequent detailed work with the early phases of development of the area. Recommending addition of these changes to the R-91.

Mayor Watts arrived at the meeting at 1:49 p.m.

- 17th Avenue: 154th Street to 156th Street – this is part of the Semiahmoo Town Centre review. With the densification of the

area it is deemed appropriate to change the classification to collector road.

- 20th Avenue: King George Highway to 164th Street – due to planned densification and projected traffic growth, it is recommended that this segment of 20th Avenue be re-designated to arterial standard.
- 16th Avenue and 24th Avenue: ramps at Highway 99 – the City is liaising with the Province to obtain approval for freeway ramps at Highway 99 for these roads in the future.
- The next steps in the process include:
 - A further presentation to the Transportation Committee on more complex changes proposed for the R-91 and recommended consultation process for each;
 - Future presentation of Surrey Road Allowance Map (early 2010);
 - Future presentation to the Agricultural Advisory Committee (AAC) and other specific stakeholders;
 - Bring forward the complete package of amendments and updates to Council for approval in early 2010; and
 - Enhance update process through NCPs, LUPs, Planning Reports and regular reviews and housekeeping of the R91 Road Classification Map.

It was

Moved by Councillor Hunt

Seconded by Mayor Watts

the information concerning the R-91 update and endorse staff's next steps in the process.

Carried

2. Delegation Follow-Up – Mankeerat Aujla

Traffic Safety – 68A Avenue and 151A Street

The following comments were made:

- Mr. Aujla presented a number of concerns in his neighbourhood to the Committee and most of those issues were addressed in that meeting.
- One critical issue that staff was not aware of was the ridge at the intersection of 151A Street and 68A Avenue. Following a review of the area, staff found that the ridge is within the parking lane area, and is not affecting movement of traffic. Although not ideal, staff does not feel that this is something that needs to be remedied as it is not located within the travel lane and there is no collision history at this location.
- Another concern was with respect to the parking in the area. It was deemed that parking could be allowed on both sides of the street and staff will be following up on and consulting with the affected property owners on this issue.
- The recommendations concerning this item are:
 - Advise Mr. Aujla that no further work by the City is required; and
 - Discuss with him measures that he can undertake to buffer his property from the road (e.g. hedge, landscaping).

It was Moved by Councillor Hunt
Seconded by Councillor Bose
That the Transportation Committee receive
the information concerning Mr. Aujla's concerns and endorse staff's recommendations.
Carried

3. Delegation Follow-Up – Mr. Bligh

Traffic Safety – Laronde Drive and 131st Street

The following comments were made:

- Mr. Bligh was at the Transportation Committee on July 21, 2009 and had a number of issues concerning the visibility and sight line to the intersection of 20th Avenue and 131st Street.
- Staff conducted a detailed review of the intersection and determined that there is sufficient sight distance. As well, there is no history of collisions at this intersection related to sight visibility. There is however, one change required at this intersection in that the stop bar is located too close to the intersection. This work has been completed.
- The second issue Mr. Bligh mentioned was with respect to the 30 km/h speed limit signs on 131st Street. There currently is signage indicating reduced speeds on part of Laronde Drive adjacent to the park. On 131st Street, the speed limit is 50 km/h as this is a typical road with no unique conditions or rationale that would deem the speed should be lowered. If the City were to implement lower speeds on this road it would be inconsistent with our current practices.
- The third issue brought up by Mr. Bligh is in regard to traffic calming on 131st Street and Laronde Drive. There is currently 30 km/h playground, dawn to dusk signage installed on a section of the road; however extending this restriction further is not warranted based on our criteria. The current speeds in the area are at 50 km/h or less and staff feels this is appropriate and reasonable for this area. To introduce further traffic calming would not reduce traffic speeds any further than they currently are.
- With respect to the vehicles that are travelling at much higher speeds, this is where staff believes having further RCMP presence to enforce the area can help to reduce the problem. The City has been working closer with the RCMP recently to target specific problem areas which has been successful.
- The recommendations to respond to Mr. Bligh are:
 - Through the Safe & Active Schools Programme: Sidewalk will be built on Laronde Drive between 131st Street and the School and curb bulges will be constructed at Laronde Drive and 131st Street; and
 - Advise Mr. Bligh of the City's conclusions and plan.

It was Moved by Councillor Hunt
Seconded by Councillor Bose
That the Transportation Committee receive
the information concerning Mr. Bligh's concerns and endorse staff's recommendations.
Carried

D. NEW BUSINESS**1. Ocean Park (16th Avenue & 128th Street) Pedestrian Enhancement Project**

The following comments were made:

- This item was brought to the Agenda at the request of the Chair. This project has been on the books for some time now but has been stalled somewhat due to the concerns of a couple of businesses.
- Several years ago the Ocean Park Community Association and senior's groups from the area came to Council requesting approval of improvements within the Ocean Park area.
- After the delegation, staff met with the groups and carried out a design workshop and talked through all the issues and developed a project for the area. The ideas went to a public open house which received broad support. Over recent years, there has been continued broad public and business support of the project for the area.
- More recently, there has been some concern from individual businesses and support has waned which has resulted in the project being deferred.
- There are many pedestrians in the area. For example, surveys have recorded over 500 people crossing 16th Avenue between Chan's Supermarket and Safeway. There is an existing crosswalk where 250 pedestrians were counted and an additional 200 further down, midblock where there is no crosswalk. It is worth noting that when looking at the warrant criteria for crosswalks, there is a minimum requirement of 20 pedestrians in one hour, so the numbers in this area give a sense of the very high pedestrian activity.
- The area at the moment is limited in terms of landscaping, paving and decorative trees. The Business Association asked that with any project undertaken by the City takes full opportunity to promote the area in terms of erecting banners, providing beautification and supplying electricity to medians for the purpose of Christmas lights, etc.
- Some of the main features of the project include new medians on 16th Avenue and 128th Street. Staff recognized that this would raise anxiety and the business community would be sensitive to this so have been very careful to fully explain the level of change and advise those affected by the plans.
- There are three existing crosswalks in the area that are planned to be upgraded and an additional two that will be added at high demand locations. As well, where the school patrol operates at 16th Avenue and 130th Street, there will be a new curb bulge installed.
- Staff would also like to build on the Ocean Park neighbourhood character component and create some type of gateway signage at the entrance points to the area where drivers would clearly be travelling from one environment to another. The Community Association would be consulted as to what the sign would look like and how the gateway to Ocean Park would be achieved.
- This project reflects the priorities identified to the City by the community. The ideas are very much community driven, not City driven. Staff want to promote a high quality pedestrian environment and the measures would also change the character and environment of the roads and promote lower vehicle speeds. A lot of consideration has been given to the amount of driveways in the area. Wherever one is going to be individually affected, staff ensured there would be

a nearby alternative providing full movement access. This helped to give the City a great deal of flexibility in the design. Through the consultations there have been only two or three businesses that have raised concerns regarding the proposals.

- Some of the issues with this project concerning 128th Street are:
 - Right-in/right-out only created;
 - Concerns over loss of trade;
 - Safety concerns over increased vehicle movements in front of medical building;
 - Implications of removing median are loss of landscaping; and
 - Opportunities for design adjustments.
- Some of the issues with this project concerning 16th Avenue are:
 - Right-in/right-out only created;
 - Concerns over access/loss of trade;
 - Implication of removing median are loss of landscaping and loss of pedestrian crosswalk (very high crossing activity); and
 - Significant impact on fundamental project objectives.
- In summary, the benefits and recommendations for the Ocean Park project are:
 - Positive and beneficial project for Ocean Park and the original goals identified by OPCA remain valid and important;
 - Broad community and long standing OPCA support for project;
 - Long established OPBA support until recently;
 - 2 – 3 businesses (out of total of approx. 80) are opposed. Concerns over reduced access and safety;
 - Not considered to be issues by staff;
 - Staff to meet with OPBA with the endorsement of the project by the Transportation Committee confirming project is to move forward; and
 - Staff will continue to seek individual business support for the project and be receptive to some design adjustments.

It was

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

endorses the recommendations concerning the Ocean Park project and staff work to initiate the project as needed.

Carried

E. ITEMS REFERRED BY COUNCIL

1. **Review of 54th Avenue collector road in Cloverdale's industrial lands including in the vicinity of 5452 – 176th Street**

The following comments were made:

- At the November 2nd Public Hearing, a public speaker was concerned about the additional use of 176th Street by trucks as a result of a proposed partial land use contract discharge at 5452 – 176th Street. Staff was instructed to review the planned east west road network at the Transportation Committee.

- The broader 54th Avenue route is planned to be developed between Highway 10 at 172nd Street, eastwards to 192nd Street initially following the alignment of the railway as far as 176th Street/Highway 15 bridge. Staff has worked with the property owners to get them in agreement in terms of the alignment of the road and construct it as part of any future development application. The road will pass through 5452 – 176th Street and continue eastwards through Kwantlen College land after which it will be on the 52th Avenue alignment, adjacent to the rail line between 186th Street and 190th Street. East of this location, the road would turn northwards intersecting with 192nd Street at 54th Avenue alignment.
- The City has also been working toward connecting 54th Avenue eastwards to allow connectivity between Langley and Surrey. This review is occurring through the Roberts Bank Rail Grade Separation Project.
- At 5452 – 176th Street, the roads' original alignment did not suit the development plans for the site and impacted the adjacent fuel station. The applicant has a strong preference to shift the alignment north providing this alignment was reviewed with property owners to the east and although full agreement with all has not yet been achieved, the proposed alignment benefits the area. In order to achieve the road connection eastwards of the subject property, the City will need to consider whether to acquire land for the road or wait for future redevelopment opportunities.
- Given the absence of a contiguous east west connection, any development traffic from the subject site will be required to use 176th Street. A review of the pavement on 176th Street has indicated that it will need to be repaved in approximately five years and that the addition of truck traffic from the new site would not materially affect the life of the road.
- The City is planning to work with Kwantlen College with regards to dedicating the road across its property. The road is currently gated.
- The recommendations concerning this project are:
 - Continue to work with Roberts Bank Project Team and Property Owners to achieve east-west continuity of 54th Avenue;
 - Staff to pursue dedication of road allowance through Kwantlen;
 - Until Kwantlen connection is achieved, likely establish 55th Avenue in 17700 block through redevelopment opportunities, but staff will assess; and
 - More pro-active approach.

It was

Moved by Councillor Hunt

Seconded by Councillor Bose

That the Transportation Committee receive

the information concerning the 54th Avenue Collector Road in Cloverdale's Industrial Lands.

Carried

F. CORRESPONDENCE

G. INFORMATION ITEMS**1. Electric Car BC – Booth at UBCM Municipal Marketplace**

The following comments were made:

- Question has been raised by Mr. Lang as to why Surrey hasn't considered the use of electric cars in the City.
- Staff has met with Mr. Lang and the vehicles test driven. Staff has no issues in terms of the operation of the vehicles; however the safety of them is somewhat of a concern as they are not the type of vehicle that could sustain a high impact collision. Mr. Lang was requested to provide additional information about the program that could be brought back to the Transportation Committee for their review.
- The problem is that these vehicles can only be operated on roads with posted speeds of 50 km/h or less. There are concerns that these vehicles would not work well in Surrey as there are numerous faster roads.
- Members of the Committee requested staff to see if this program could work in a specific area with demonstration vehicles in for example, Fraser Heights or Birdland. Perhaps confining these vehicles to a specific area where there won't be safety concerns.
- A further suggestion was made to see whether 'BEST' would have an interest in participating in this project or not. A potential partnership could be created to serve both.

It was

Moved by Councillor Hunt

Seconded by Councillor Bose

That the Transportation Committee receive

the information provided concerning Electric Car BC.

Carried

H. OTHER COMPETENT BUSINESS**1. Delegation Request**

Reminder was made that Council referred Lisa Fox at their October 19, 2009 meeting to speak as a delegation at the Transportation Committee concerning the Bear Creek Park 84th Avenue extension and she should be heard at the next Transportation meeting she is available.

I. NEXT MEETING

The next Transportation Committee meeting is scheduled for Wednesday, December 16, 2009 at 10:00 a.m. in the Executive Boardroom.

J. 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 1:58 p.m.

Jane Sullivan, City Clerk

Councillor Bose, Chair
Transportation Committee