
Present:

Chair - Councillor Bose
Councillor Hunt
Councillor Rasode
Mayor Watts

Absent:**Guests:**

Elizabeth Model, Downtown
Surrey BIA

Staff Present:

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

The Agenda was varied at the start of the meeting to defer item D.3 to the next meeting.

A. ADOPTION OF MINUTES

Minutes of the December 16, 2009 meeting to be adopted.

It was
Moved by Councillor Hunt
Seconded by Mayor Watts
That the minutes of the Transportation
Committee meeting held on December 16, 2009, be received.
Carried

Minutes of the January 19, 2010 meeting to be adopted.

It was
Moved by Councillor Hunt
Seconded by Mayor Watts
That the minutes of the Transportation
Committee meeting held on January 19, 2010, be received.
Carried

B. DELEGATIONS**C. OUTSTANDING BUSINESS****D. NEW BUSINESS****1. Rapid Transit Study Update – TransLink presentation
File No.: 8740-01**

Jeff Busby, Dan Freeman and Peggy Hunt, representatives from TransLink, were present to make a presentation regarding the Rapid Transit Study Update.

The following comments were made:

- Planning is underway to identify the rapid transit needs for Surrey. The study will include the different types of possible options and the finances available to establish those needs. At this current time though, TransLink is not in a financial position to pay for an expansion, so hopefully by the end of the study, the monies will be available for expansion.
- The plan is building on the South of Fraser Area Transit Plan which was completed in 2008. The rapid transit study should be complete by 2011.
- TransLink acknowledges that it is important to have regional discussions regarding rapid transit planning and the study has been designed to coincide with the outcome of the study on the UBC line. The two studies are being conducted simultaneously; however, the UBC study started a short time earlier. Both studies will be completed and considered at the same time.
- There are a host of technologies available to provide rapid transit to Surrey which include bus rapid transit (BRT), light rail transit (LRT) and SkyTrain. Each of these transportation technologies are meant to provide fast, frequent and reliable service to the public.
- BRT is becoming increasingly popular as there are now better vehicles available, there is unique branding associated, there are separate lanes dedicated to the buses and the traffic signals can be adjusted to help maintain operating speeds and reliability of service.
- LRT are trains at street level that are easy to access with low floor vehicles. These vehicles are typically segregated from traffic because they are often powered by a third party rail but they do run in close proximity to traffic. They are also quite flexible in that they can be placed on an elevated structure or in a tunnel. This type of technology has been widely deployed so far in much of North America. LRTs are typically a less expensive infrastructure as opposed to SkyTrain.

The Mayor left the meeting at 10:20 a.m.

- SkyTrain comes at a much higher cost due to the infrastructure required. Currently, TransLink has plans to complete the Evergreen Line providing service to Burnaby, Port Moody and Coquitlam; however, the funding is not currently available so this project is on hold.
- The SkyTrain Expo Line upgrade strategy is currently being developed and seeks to develop the measures necessary to carry projected population increases. There will be new cars and improvements to stations. This will require that the new rapid transit implemented in Surrey is able to handle the larger volumes and work in unison with the upgraded SkyTrain to accommodate the demand for these services.
- Between these three technologies, no decisions have yet been made as to which would be the best option for Surrey.
- The studies will be conducted in three phases where a large range of route and technology alternatives will be explored and narrowed down for a detailed analysis and in 2011, a preferred network option will be selected.
- To date, much work has been done. The South Fraser Area Transit Plan has included significant consultation and was divided into two parts:
 - 1) Short-term service improvements for bus networks.
TransLink is working with Surrey to have transit exchanges

- improved, however the implementation has been delayed due to TransLink financing; and
- 2) Long-term vision to have rapid transit priorities on key corridors. The rapid transit study underway now builds on the vision contained in the South of Fraser Plan.
- The general idea behind the studies is to identify challenges and opportunities, consider a wide range of alternatives, evaluate the options and narrow down the options to arrive at a preferred alternative.
 - The study area boundary is a result of the analysis done of the identified corridors and includes expanded capacity to Surrey Centre, the future downtown for the region south of the Fraser. As the study progresses there will be a more detailed evaluation to determine the preferred alternative.
 - The study will also include a multiple account evaluation including international standards on how to make decisions for large investments. This will look at a number of criteria including the cost of the project, value for money, impact on the system, environment, community and urban development and deliverability. As part of the process, there will be public consultations with the community and stakeholders.
 - As things currently stand, TransLink is currently in the middle of phase 1 of the study which is working on articulating the definition of what rapid transit is supposed to achieve for Surrey. At the output of phase 1, TransLink hopes to have a short list and detailed evaluation of the situation.

The Mayor returned to the meeting at 10:33 a.m.

- TransLink wants to be sure that they are giving all technologies and corridors a proper evaluation. The next steps in the process include further public consultation. TransLink staff are working with City staff to ensure there is an appropriate amount of public consultation.

The Committee made the following comments:

- Question was raised as to the difference between BRT and the B-line currently in use to UBC. As well, what will the payment of fares be for the new rapid transit, for whichever method is finally chosen?
- Further question was raised as to what the issues of the public are with respect to this project.

TransLink made the following comments in response to the Committee:

- There will be a large distinction between the existing B-line and the new bus rapid transit in that there will be a higher level of capital investment to provide a dedicated bus lane and to rebuild certain streets for the usage of these buses.
- With respect to the fare payments, it has been determined that having off-board fee collection would be the preferred method as it allows more efficient passenger boarding.
- The study a joint effort sponsored by the Ministry of Transportation (MOT) and TransLink.
- During preliminary consultation, concerns have been raised with respect to the South of Fraser Plan and there seems to be a lack of understanding in how the

studies relate to each other. There is concern that the exercise is being repeated. TransLink will be clarifying how the studies relate to each other and have saved the full public consultation for phase 2.

The Committee made the following additional comments:

- Surrey staff are part of the Steering Committee for this study and there will ultimately be a need for Council's endorsement of the study. It seems the frustration from the community is that they were consulted upon perhaps too early in the process. Perhaps having a fact sheet that can be emailed will be better prior to the next meeting. Also, being able to give dates on some key decision points within the planning process will help show the public the progress being made.
- The Transportation Committee requested a further presentation from TransLink later in the process around mid June 2010. The Rapid Transit Study should also be a standing agenda item for future Transportation committee meetings to discuss any updates there may be.

The TransLink representatives left the meeting at 11:01 a.m.

2. Pay Parking Update
File No.: 5480-19

The following comments were made:

- A presentation was made to the Committee last year in which staff sought approval for pay parking in a different format from the existing parking meters and expansion of the pay parking program.
- The City purchased 25 new parking stations and have implemented 19 of them at various locations across the City.
- The parking stations provide the latest technology and have wireless communication, real time information on how much money is deposited into each machine, when tickets need to be replaced, and how long someone has been parked. The previous meters had a higher maintenance cost associated with them and were subject to significant theft. The new machines accept credit cards or coins and are "pay by license". It is planned that by next year pay-by-phone capabilities will be available.
- Installations are now complete at the Surrey Memorial Hospital and Gateway Station, Surrey Central and 8th Avenue. Phase 2 of the project includes 72nd and 72A Avenues and 137th Street in Newton.
- Concerns have been raised by businesses in Newton regarding those customers who only need to stay for a short period of time and this will deter business. The feeling is that the City has singled out this location. From the City's perspective, this is not the case and having on-street parking management is important both here and at several other locations across the City and elsewhere in Newton.
- There is the ability with this new parking meter technology to provide the first 15 minutes of parking free. The process would include having to input the license plate number first; however, there is a cost in terms of time in having to

do this. Another option to resolve this issue is instead to have a number of free spaces provided.

- Staff acknowledges that the merchants in the area may not be happy with any option chosen. Some businesses will see the parking changes as a good thing, while others could potentially consider the parking meters as being the cause of a decline in business.

The Committee made the following comments:

- Initially, the City will receive opposition over the parking meters, but the \$1/hour cost is low and over time, people will accept the changes.
- There will continue to be new areas in the City where pay parking will need to be implemented. It is important to establish a strategy for implementing paid parking in commercial areas to assist with the transition in parking controls and payment. A proportion of the parking provided could be free and, after the first year of operation of the pay parking, the City will remove those free spaces.
- The City should continue to advise business owners that paid parking is primarily a tool to effectively manage parking and promote turnover and is not being provided to generate income. The City needs to explain that if there are surpluses, these provide opportunities to invest in other transportation needs in the City.

It was

Moved by Councillor Hunt

Seconded by Councillor Rasode

That the Transportation Committee directs

staff to bring forward a report to Council recommending policy for the implementation of pay parking in town centers and commercial areas in the City.

Carried

3. Challenge of Achieving Street Standards through Development

This item was deferred to the next meeting.

4. Pattullo Bridge Update

File No.: 5400-05

Staff provided brief comments on the project:

- TransLink has been working on the replacement of the Pattullo Bridge. The current status of the plans includes quite a large amount of work on the north (New Westminster) side as opposed to the south (Surrey) side. The alignment of the new bridge will be north of the existing Pattullo and Rail bridges. TransLink is looking to go to procurement within one year's time.
- Tolls are proposed to pay for the bridge replacement.
- The plan currently only provides connectivity to the west leg of the South Fraser Perimeter Road (SFPR).

The Committee made the following comments:

- Most other infrastructure improvements in the region have been completed through senior government funding rather than tolls.
- Surrey only supports regional tolling.
- In order to consider a bridge toll, additional network integration and improvements would be required as well as clear strategy demonstrating how the bridge toll will fit into a future regional tolling strategy.

It was

Moved by Councillor Hunt

Seconded by Mayor Watts

That the Transportation Committee direct staff to advise TransLink that the City of Surrey only supports regional tolling and that to consider a bridge toll the following elements must be included in the Pattullo Bridge Project:

1. Full connectivity to SFPR;
2. Reconfiguration of Scott Road/King George Boulevard interchange to optimize traffic flow and free up developable lands;
3. Modify 128th Street/King George Boulevard intersection as required to suit projected volumes, including completion of 128th Street from 104th Avenue to King George Boulevard; and
4. Commitment to equity for affected municipalities.

Carried

E. ITEMS REFERRED BY COUNCIL

F. CORRESPONDENCE

G. INFORMATION ITEMS

H. OTHER BUSINESS

I. NEXT MEETING

The next Transportation Committee meeting is scheduled for Monday, April 26, 2010 at 10:00 a.m. in the Executive Boardroom.

J. ADJOURNMENT

The Transportation Committee adjourned at 12:02 p.m.

Jane Sullivan, City Clerk

Councillor Bose, Chair
Transportation Committee