

**Present:**

Chair - Councillor Bose  
Councillor Hunt  
Councillor Rasode

**Absent:**

Mayor Watts

**Guests:**

**Fred Cummings**, VP Engineering and Implementation, TransLink  
**Susan Hollingshead**, Manager, Roads and Bridges, TransLink  
**Robin Johnston**, Program Manager, Collings Johnston Inc.  
**Ken Curry**, Technical Consultant, Delcan Corporation

**Staff Present:**

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

**A. ADOPTION OF MINUTES**

Minutes of the April 26, 2010 meeting to be adopted.

It was

Moved by Councillor Hunt

Seconded by Councillor Rasode

That the minutes of the Transportation

Committee meeting held on April 26, 2010, be received.

Carried

**B. DELEGATIONS****1. Pattullo Bridge  
File No.: 5400-05**

TransLink representatives provided the following comments:

- TransLink would like to hold a public consultation concerning the Pattullo Bridge, but wanted to come to present to the City of Surrey first.

A PowerPoint presentation was made with the following information:

- A lot of work has been done looking at the seismic, volume needs, whether to replace the bridge or twin it and the purpose of this phase of the project is to define the functionality and what will be technically feasible, accounting for all the users. The rail bridge, existing bridge condition and cyclists have all been taken into account.
- The preferred alignment for the bridge will be upstream and more-or-less parallel to the existing bridge.
- The feedback received from Surrey staff to date has been mostly surrounding Surrey's concern regarding the toll on the bridge and that this should instead

be considered within a regional road tolling strategy. Surrey is looking for community benefits and integration of the new bridge with the adjacent road network rather than just replacement of the bridge. There are various road network improvements within Surrey including direct connections to and from the bridge and the 128<sup>th</sup> Street connection between 108<sup>th</sup> Avenue and King George Boulevard and the associated intersection improvements at 128<sup>th</sup> Street and King George Boulevard. As well, there are opportunities to improve the Scott Road/King George Boulevard interchange to reduce land take by roads and free up lands for development and park and ride expansion.

- The decision on bridge tolling has not yet been decided. Partnerships with senior governments for funding are being pursued.
- With respect to the improvements and extension of 128<sup>th</sup> Street, the TransLink traffic model identified that this primarily serves traffic to and from the park and ride rather than the bridge.
- As for the Scott Road/King George Boulevard interchange, TransLink has determined that extending Scott Road over King George Boulevard to South Fraser Perimeter Road with interchange at King George Boulevard and ramps or signal at SFPR would provide improved connection between the bridge and the South Fraser Perimeter Road as well as create a division between the residential and industrial land uses north of King George Boulevard.
- TransLink is planning to take this project to a public open house next month with one in Surrey and one in New Westminster. The feedback received will be taken to the board in July to get their mandate to advance the project further.
- Further work is also being done with respect to pedestrian/cyclist routes, environmental assessments, traffic analyses, revenue forecasts, development of business models and discussions with senior levels of government.

The Committee made the following comments:

- Suggestion was made that perhaps the municipalities should elevate the issue of regional tolling with senior governments
- Surrey remains concerned with the regional inequity of tolling
- Question was raised as to how long it would take TransLink to set up a road pricing regime.
- Suggestion was made to have TransLink provide a presentation to Council on this project prior to going to public consultation. Perhaps the June 7, 2010 CIC meeting would be appropriate.

The delegates made the following comments in response to the Committee:

- TransLink is not sure how long it would take to set up a road pricing regime, but it will not be a short process. There are ways to have regional tolling such as by transponder or GPS. However, that technology would take a long time to implement here.

The Delegates were thanked for their presentation and left the meeting at 11:34 a.m.

**C. OUTSTANDING BUSINESS****D. NEW BUSINESS**

The Committee varied the Agenda items under section D.

**4. 16<sup>th</sup> Street Alignment – 16<sup>th</sup> Avenue to 20<sup>th</sup> Avenue  
File No. 8630-01**

This item was dealt with first under section D.

Staff made the following comments:

- An alignment and intersection location at 16<sup>th</sup> Avenue that provides direct routing between 16<sup>th</sup> and 20<sup>th</sup> Avenue, which maintains developable land parcels and serves future development, has been agreed by the City and land owners. The intersection locations at 16<sup>th</sup> Avenue and 20<sup>th</sup> Avenue have now been fixed but there will be future opportunities to modify alignments slightly through future development proposals.
- The next step is for the City to update the NCP and present a report to Council concerning this issue.

**2. Crescent Beach Emergency Access  
File No. 8630-01**

This item was dealt with second under section D.

Staff made the following comments:

- There have been ongoing concerns from the Crescent Beach area regarding the access for emergency services to and from the community.
- The BNSF railway uses the crossing that is at the entrance to the community approximately six to seven times per day with each crossing typically taking 10 to 15 minutes.
- The City has looked into infrastructure solutions, insurance and safety to see whether there are any appropriate measures to respond to the community's concerns.
- With respect to exploring an alternate route in and out of the area, the only option would have to be under the railway trestle. The issue with this is the liability and risk associated with a route underneath the railway trestle.
- BNSF have confirmed that any increase in access to their property would require the transfer of liability for damage, injury, loss of business etc. to the City. While potentially possible, the environmental risks are very significant and due to the potentially very high costs of dealing with a spill from a train for example, insurance is not available to the City. Staff are unable to recommend exposure of this level of risk for the City.

- Surrey Fire Service is now operating a “stop train” policy in which the railway is called if there is an emergency and trains are either stopped or slowed down. This system has operated well in other locations outside of Surrey.
- As well, the community has asked for the City to put in place a tsunami contingency plan. Staff identified that a close proximity event would result in no notice of a wave for residents or emergency services. However a distant event would allow early warning systems to operate and evacuation notice to be provided. As a result, no further work is required for tsunami planning.

The Committee made the following comments:

- Surrey Search and Rescue is located at the Crescent Beach Marina. In the event of an emergency, one of the zodiacs could be used to go along the beach if there is no access due to trains.

Staff made the following additional comments:

- Staff will look into the zodiac option and also plan to put forward a Corporate Report to Council on emergency response for Crescent Beach.

5. **Review Access/Median – Application 7808-0312-00 at 13778 – 100<sup>th</sup> Avenue  
File No. 8630-01**

This item was dealt with third under section D.

Staff advised that as part of the development application, control on access to and from 100<sup>th</sup> Avenue, an arterial road, was required. The original application for the site called for a right in/right out/left in restriction. This newer application now provides an additional full movement access to 100<sup>th</sup> Avenue via 138<sup>th</sup> Street. This allows the median design to be adjusted to restrict access to right in/right out only and in doing so reduces access impacts for the seniors’ accommodation on the north side of 100<sup>th</sup> Avenue. Staff recommend the median be designed to allow right in/right out/left in for the seniors site.

The committee indicated support for this approach.

Councillor Rasode left the meeting at 11:55 a.m. and quorum was lost.

**1. Rapid Transit Study – Monthly Update**  
**File No. 8630-01**

This item was dealt with fourth under section D.

Staff made the following comments:

- The next milestone for the project is a stakeholder consultation in June of this year. A broader public consultation is scheduled for September, 2010.
- Staff has been assessing the Committee's idea of a referendum. There is uncertainty at this time as to when TransLink will have completed the UBC and Surrey studies at which point there will be discussions regarding regional priorities for implementation.

**3. Cycling Plan Update**  
**File No. 8630-01**

This item was dealt with fifth under section D.

Staff made the following comments:

- Last year, the City undertook a comprehensive online survey concerning the City's cycling plan. As a result, there were multiple issues that were raised as concerns.
- In particular, it was expressed that the little things are what really makes a difference and improvements need more than just filling in the missing links. Maintenance was also identified as a major priority to keeping cycling routes usable.
- As well, there was a broad response with respect to road safety and how that deters many people from cycling or walking in the City.
- The City has identified the importance of people being more informed of the plans for cycling and more attention will be given to encourage usage.
- Staff are planning for completion of the walking plan by July and the cycling plan by August.

**E. ITEMS REFERRED BY COUNCIL**

**F. CORRESPONDENCE**

**G. INFORMATION ITEMS**

**H. OTHER BUSINESS**

**I. NEXT MEETING**

The next Transportation Committee meeting is at the call of the Chair.

**J. ADJORNMENT**

The Transportation Committee adjourned at 12:36 p.m.

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Jane Sullivan, City Clerk

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Councillor Bose, Chair  
Transportation Committee