

**Present:**

Chair - Mayor Watts  
Councillor Hunt  
Councillor Rasode

**Absent:**

Councillor Bose

**Staff Present:**

P. Bellefontaine, Transportation Planning  
Manager, Engineering  
J. Boan, Transportation Manager,  
Engineering  
V. Lalonde, General Manager, Engineering  
P. Lee, Rapid Transit & Strategic Projects  
Manager, Engineering  
K. Zondervan, Manager, Design &  
Construction, Engineering  
N. Dyrbye, Legislative Services

**A. ADOPTION OF MINUTES**

Minutes of the May 19, 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 May 19, 2010, be received.

Carried

Paul Lee was introduced to the Committee as the new Rapid Transit & Strategic Projects Manager and Philip Bellefontaine was announced as the new Transportation Planning Manager.

**B. DELEGATIONS****C. OUTSTANDING BUSINESS****D. NEW BUSINESS****1. Road Allowance Map**

File No.: 5400-34

Staff made the following comments:

- Staff have met with the Agricultural Advisory Committee (AAC) and the Development Advisory Committee (DAC) both twice concerning this issue. Many comments and concerns were raised and these are being brought to the Transportation Committee for their review and consideration.
- The AAC understood the needs and principles of the road allowance widths, but wanted to ensure that additional width required for ditching in the ALR would be taken as statutory rights-of-way. Staff supports this approach. They

also raised the concern of how farm vehicles would access and be accommodated on the road. There was agreement that farm vehicles would be accommodated through the use of two-way left turn lanes rather than raised medians through the ALR.

- The DAC had no concerns regarding the creation of the Surrey Major Road Allowance Map ('Map') and also understood the needs and principles of the proposal to increase the Arterial road allowance width from 27m to 30m and the Collector road allowance from 22m to 24m, which is to provide nationally accepted bicycle lane widths, sidewalk widths meeting accessibility standards and wider boulevards to accommodate larger street trees and utility needs. The additional width will also permit parking on both sides of Collector roads. However, they had some concern regarding the additional width and additional financial burden for developers fronting these roads, particularly arterials. They queried the total land area impact, options to achieving more parking and options to spread the burden of the increased dedication requirements.

Ken Zondervan arrived at the meeting at 11:14 a.m.

- Staff has found that there is less than 1% of the total land area that will be impacted by the wider road allowance requirements
- The idea of using parking pockets and grouping street trees was assessed but rejected as it was determined that there would be no additional parking gained and it would significantly limit the number of large trees that could be grown.
- There will be ongoing investigation by staff at how to best spread the financial impact of this change to all developers. This will include the possibility of using DCC's.
- The City wants to move forward with the Map to show all road allowances with the new standards on it and it would be tested for reasonability on a case-by-case basis depending on the specific application.
- Another key advantage of creating the Map is that developers will know the road dedications requirements in advance of purchasing properties.
- The Transportation Committee were supportive of the Map and the proposed changes to the road allowance widths.

It was

Moved by Councillor Hunt

Seconded by Councillor Rasode

That the Transportation Committee

recommends that staff bring forward a Corporate Report to Council at their July 26<sup>th</sup> meeting concerning the Surrey Major Road Allowance Map.

Carried

### 3. **Build Canada Update** **File No.: 5400-03**

Staff made the following comments:

- Because of the Federal funding provided, the 96<sup>th</sup> Avenue widening project needs to be completed by March of 2011. The road will be closed for two months between August and September, 2010 in order to complete the work.

Staff plans to bring the tender awards to the July 26<sup>th</sup> Council meeting for their review.

The Committee made the following comments:

- This closure will be problematic, in particular with kids returning to school after the summer. Staff needs to ensure signage is put up as soon as possible to minimize the impact.
- It must be ensured that there is still access to the hatchery during the two months of construction along 96<sup>th</sup> Avenue.

Staff responded that:

- They plan to put up signage as soon as Council approves the work.
- They will ensure that there is continued access to the hatchery during construction.

K. Zondervan left the meeting at 11:35 a.m.

- In total, the City has received approximately \$51 million for infrastructure, with \$11 million allocated to cycling projects. There are 13 overall cycling projects planned (with 6 contingency projects) which will include:
  - 3 km of on-street bike lanes;
  - 8 km of multi-use pathways (greenways that are adjacent to roads and off-street); and
  - 2 overpasses at Highway #1 and Highway #99.

**2. TransLink 2011 Draft Base Plan and Outlook**  
**File No.: 0500-01**

Staff made the following comments:

- Bill 20 was passed in March of this year which changed how TransLink is to prepare financial plans. Previously, they worked on a rolling 10 year plan. Now, they are allowed to do a plan made up of two parts with the first being a three year plan and the second a seven year plan. The three year plan includes the immediate, operational aspects while the seven year plan is an outlook of the direction of where the agency is going.
- TransLink is now able to do a supplemental plan any time whereas before they had a set timeframe requirement. The supplemental plan will require the scrutiny and approval of the Mayors' Council.
- The changes will allow these plans to go beyond the approved funding which will enable TransLink to identify the goals and targets needed to meet Regional and Provincial air quality and sustainability targets.
- The Transport 2040 goals consist of:
  - Reduction in GHGs;
  - Most trips by transit, walking and cycling;
  - Majority of jobs and housing in the region located along the FTN;
  - Travel is safe, secure and accessible for everyone;

- Economic growth and efficient goods movement are supported through effective management of the transportation systems; and
- TransLink's funding is stable, sufficient, appropriate and influences transportation choices.
- The plan estimates \$1.4 billion in revenue by 2013.
- The 2011 Plan is doing the best it can with approved funding resources. There are limited indications of progress with a small operating surplus and ministerial dialogue and visits.
- Currently, the City is getting about \$4 million for Minor Capital MRN cost sharing but with Surrey's growth there is actually a need for much more than this. Due to TransLink's current budget shortfall, this funding will be cut to about \$2 million, which will significantly impact Surrey's road improvement program.
- The fundamental issue remains establishing a fair and sustainable funding model.

#### 4. **Douglas Border Crossing Update** **File No.: 5400-80**

The following comments were made:

- Complaints have been received from the Douglas neighbourhood about the extensive queuing from the Douglas Border Crossing that is causing them significant delays when trying to access their neighbourhood.
- Staff agree that border back-ups can create access issues to the neighbourhood, but generally it is only during holiday long weekends. There are only three access points (ingress) to the neighbourhood: 2<sup>nd</sup> Avenue and 4<sup>th</sup> Avenue on Highway 15 and 172<sup>nd</sup> Street off 8<sup>th</sup> Avenue. During long weekends the border queues often extend up Highway 15 north of 8<sup>th</sup> Avenue and west down 8<sup>th</sup> Avenue toward Highway 99, which effectively blocks access to the Douglas neighbourhood from the typical approach routes.
- To try and find a resolution to this issue, the City held a working group meeting with the Ministry, border officials, By-Laws and the RCMP. A variety of options were discussed, including rerouting of border traffic; however, most of the options created other significant issues.
- The Border Patrol have noted that with the opening of all 10 of the new booths at the Peace Arch Crossing, the queuing at the Douglas crossing should be reduced.
- The primary conclusion from the meeting was that Douglas residents should be taking an alternate route (184<sup>th</sup> Street to 6<sup>th</sup> Avenue to Highway 15 to access 2<sup>nd</sup> Avenue and 4<sup>th</sup> Avenue from the south) during peak delays at the border.
- The Ministry noted that their new variable message signs could help to inform residents and with future expansion of the program, this information source would be even more helpful.
- If deemed necessary in the future, RCMP, authorized By-law officers or traffic control personnel could direct traffic at key intersections; however, this would not resolve the fundamental issue and would be expensive to sustain. Staff will continue to monitor this situation and respond to any complaints with alternate route information.

**E. ITEMS REFERRED BY COUNCIL****1. Regular Council – Public Hearing Minutes  
Monday, June 7, 2010**

Transit Passes  
File No.: 8310-01

The following comments were made:

- Staff have reviewed the Toronto model of requiring multi-family developments in certain areas to provide a free 1-year transit pass with the sale of the units. The Toronto Transit Commission provides discounted passes for this new initiative.
- Staff will be reviewing options of how to implement a program similar to this in Surrey and working with TransLink to see what kind of discounts may be possible for such a program.
- Staff will report back to the Committee once this work has been completed.

**F. CORRESPONDENCE****G. INFORMATION ITEMS****H. OTHER BUSINESS****1. Newton Exchange**

The following comments were made:

- TransLink has advised that they support relocation of the layover function in conjunction with development of the site at King George Boulevard at around 70<sup>th</sup> Avenue. However, they do not support relocation of the pick-up/drop-off component until all the roads are in place and further development has occurred around the proposed on-street exchange. Their concern, which is shared by City staff, is that relocation prior to development may create more concerns regarding safety and comfort.

Councillor Rasode left the meeting at 12:35 p.m. and quorum was lost.

**2. Grandview Heights NCP #2**

The following comments were made:

- Based on the feedback and input of the development community, a number of changes have been made to the road pattern. The changes have addressed

most of the identified transportation concerns. It is expected that the developers will be generally satisfied with the revised road network plan.

- Staff will continue to work on options for the drainage system to provide some flexibility for development, but the current concept of roadside swales requires the least amount of land, can be achieved for the lowest cost, and meets the objectives of the ISMP.
- Staff plans to have further meetings with the developers and then bring this matter forward to Council with an updated report and plan.

**I. NEXT MEETING**

The next Transportation Committee meeting is scheduled for Wednesday, September 8, 2010 at 1:00 p.m. in the Executive Boardroom.

**J. ADJOURNMENT**

The Transportation Committee adjourned at 12:42 p.m.

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Jane Sullivan, City Clerk

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Councillor Bose, Chair  
Transportation Committee