

Present:

Councillor Bose - Chairperson
Councillor Hepner
Councillor Hunt
Councillor Rasode

Absent:

P. Lee, Rapid Transit & Strategic
Projects Manager, Engineering

Staff Present:

V. Lalonde, General Manager, Engineering
J. Boan, Transportation Manager, Engineering
O. Croy, Manager, Parks, Recreation & Culture
P. Bellefontaine, Transportation Planning Manager, Engineering
T. Mueller, Legislative Services

A. ADOPTION OF MINUTES

1. Minutes of the July 8, 2010 meeting to be adopted.

It was Moved by Councillor Hunt
Seconded by Councillor Hepner
That the minutes of the Transportation
Committee meeting held on July 8, 2010, be received.
Carried

2. Notes of the September 8, 2010 meeting to be received.

It was Moved by Councillor Hunt
Seconded by Councillor Rasode
That the notes of the Transportation
Committee meeting held on September 8, 2010, be received.
Carried

B. DELEGATIONS

1. **Susan Brown, Centre Manager, Surrey Employment Resource Centre (SERC)
Paid Parking on 72A in Newton.
File No: 8310-01; 8630-01**

Note: See Corporate Report R107, May 17, 2010

The following comments were made:

- The delegation provided a brief history of the businesses located on 72A and explained how the SERC clients have always enjoyed free on-street parking.
- It was reported that SERC staff members have 34 parking spots allocated for their operation, 9 out of 34 are allocated to visitors. With staff scheduling, 11 staff spaces are made available for visitor parking on Tuesday, Wednesday and Thursday and on Friday's there are additional 4 staff spaces made available.

- The delegation explained that the new paid parking program is an undue hardship for unemployed clients as they may need to park in front of SERC for several hours; for an unemployed individual, the expense of even a few extra dollars to park can cause hardship.
- Further, the delegation shared that with limited transit options in Surrey, taking a car is not a luxury, it is considered a necessity. 55% of the SERC applicants drive to the location because it is difficult getting to the centre with public transit in time to attend the programs.
- It was explained that a typical first client visit at SERC, in order to gain access services, consists of an in-house information session; registration begins at 8:30 a.m. The session starts at 9:00 a.m. and is 1 hour in duration. Directly following guests are encouraged to then meet with employment councillors to prepare their personalized return to work action plan which can take up to ½ to 1 hour. There are also job search tools available for clients along with referrals to other programs within Surrey.
- SERC is funded by a joint labour market agreement through the Government of Canada and funding will not be made available to help clients with parking. It was noted that SERC's funding contract expires on March 31, 2012.
- Council asked for information regarding what is done in Vancouver with similar agencies. The delegation shared that employment service agencies located in the downtown core have parking pre-negotiated in their funding contract agreements.
- Council shared that the purpose of the paid parking program is not to generate revenue but is intended as a means of effectively managing on street parking and ensuring parking spot turnover for all types of users. Detailed information was collected by traffic engineering staff in order to make the decision to move to paid parking. The current city practice is to install paid parking in locations where there is a need to equitably manage the parking resources.
- Staff reaffirmed that the whole principle of paid parking is not to generate revenue. The goal is to try and get more turn over in parking and there is statistical analysis to show that it works. It was also noted that the meters were set at the lowest possible amount of only 25 cents / 15 minutes. It was further noted that on 137 Street six “free for 15 minute” stalls have been provided which will be in place for the first year of operation.
- One possible solution Engineering Staff proposed is introducing unmetered parking on 138 Street. Unmetered parking on 138 Street would allow SERC staff and clients to use the roadside parking which would free up more SERC parking stalls.

Following the delegate's presentation, a petition of approximately 429 clients was submitted to the Transportation Committee.

It was
received as information.

Moved by Councillor Hunt
Seconded by Councillor Hepner
That the petition "Say NO to Pay Parking" be

Carried

The delegation submitted two additional petitions to the Transportation Committee, one from Park Place Owners (approximately 53 residents) and one from Newton Residents (approximately 33 residents).

It was
from the Park Place Owners and the Newton Residents be received as information.

Moved by Councillor Hunt
Seconded by Councillor Rasode
That the "Say NO to Pay Parking" petitions

Carried

Further to the above discussion, City of Surrey Engineering Staff provided a PowerPoint presentation relating to the Newton Town Centre Pay Parking Program.

The following comments were made:

- The matter of pay parking was first brought to the City's attention when some of the businesses located on 72A requested more parking turnover.
- The new parking meter stations are automated and accept coins. The rate is \$1 per hour. It was noted that with the machines in place there is still a demand for parking; subsequent studies conducted show the parking spots are fully subscribed.
- With respect to enforcement, tickets will not be issued for the first two weeks of the program. Beyond two weeks, when enforcement does take place it will be slowly introduced to help educate people, i.e., notices will be provided instead of tickets and the transition period will be effectively managed.
- Staff shared some of the comments received from residents / businesses on 72A:
 - Not enough resident off-street parking.
 - Where do I park my 2nd vehicle?
 - Where do my caregivers, visitors and relative's park?
 - No other free parking in the area.
- Possible parking solutions discussed were as follows:
 - SERC staff could car pool to free up some additional client parking spots.
 - New parking opportunities could feasibly be created along 138 Street for SERC employees to utilize, thus, freeing up further staff parking for clients.

The Transportation Committee members unanimously agreed that the Newton Town Centre "Pay Parking" meters, located on 72A, would not be removed and the parking plan will proceed as scheduled.

Council requested staff to develop a package measures to help mitigate some of the issues identified by the delegation.

It was
administration of the Newton Town Centre "Pay Parking" Program.
Carried

Moved by Councillor Hunt
Seconded by Councillor Rasode
That Engineering Staff coordinate further

C. OUTSTANDING BUSINESS

D. NEW BUSINESS

**1. Transportation Progress, Achievements and Needs
File No.: 8630-01**

- This item was deferred until the next meeting.

**2. Newton Transit Exchange
File No.: 8630-01**

The following comments were made:

- Staff shared that the challenge with the Newton Transit Exchange project is that whatever is done to replace the current exchange must be done in the context of the Newton Town Centre Plan.
- Historically concerns have been surrounding community safety, anti social behavior and how to deal with these issues. From an infrastructure perspective the exchange is well used, well lit and in reasonable condition but with potential for improvements. Owen Croy, Parks Manager shared that all of the lampposts have recently been repainted and murals have been placed on the boxes in the area.
- Staff concerns relate specifically to operational problems including circulating buses on interim standard streets and illegal / unsafe layovers. The layover function (when a bus is at the end of its route) will be moved from the street to an off street location.
- TransLink purchased a large piece of property near the current exchange. The Newton Town Centre Land Use Plan includes the full relocation of the exchange to the TransLink property in conjunction with future development.

- The Town Centre Plan is now entering Stage 2 which will examine in more detail issues including the timing of development and implementation of the streets.
- Staff reviewed the road network plan for the town centre and explained that relocation of the exchange will be a challenge if the new location does not have eyes on the street. The road network is starting to develop with the YWCA development providing a section of 70A Avenue. Development will be financed through infrastructure. The advantage is that pre-servicing could be done with individual owners; it is a work in progress.

Interim Newton Transit Exchange Plan (Pros and Cons):

Pro

- Operational re-organization - multiple services per bay – more capacity and expansion (5 years).
- Located close to TC activities.
- Higher likelihood of TransLink funding.
- Opportunities for exchange renovations. Lower TransLink investment does not impact on future move to ultimate site.
- Ability to enhance lighting at exchange and improve adjacent property soon by City.

Con

- No immediate opportunity for redevelopment of recreation centre frontage.
- Continuation of current issues.

Next Steps

- TransLink have agreed to exchange enhancements but no commitment to what these are and how they will be funded.
- Planned TransLink re-location of bus layover (DP application required) (Expected early 2011).
- With Committee direction, continue to work with TransLink on timely relocation of bus layover and commitment to enhance current exchange.
- Shorter term: Surrey promoted improvements. E.g. lighting.
- Continued partnership with Police and Bylaws.
- Completion of Stage 2 Town Centre Plan including road network development and timing.

3. **Major Road Allowance Map –
Development Advisory Committee (DAC) Feedback
File No: 8630-01**

The following comments were made:

- The new proposed standard would involve widening bicycle lanes and sidewalks to meet the national recommended standards and widening the boulevard to allow larger trees and better accommodate utilities.
- The widening would require dedication of an additional 3 metres (1.5 m on either side of the road) for arterials and 2 metres (1 m either side of the road) for collectors.
- Staff reported that when the proposed changes were presented, DAC members did not want to see additional widening but understood the rationale and need for it. Their primary concern was the equity of the road dedication among all developers.
- A working group of staff and development community representatives (currently two) has been set up to further examine these issues and potential options to address them.
- An option that has been discussed is using the DCC's to spread the impact of the widening to all developers. The DCCs are reviewed on a yearly basis and would be a means to afford proposed changes to increase the standard size of cycling lanes, sidewalks and trees pertaining to arterial and collector roads.
- Staff requested the Transportation Committee members to endorse moving forward with proposed By-Law amendments which will help provide certainty to the developers.
 - The Committee asked staff to review the dialogue and the papers available from Texas A & M University and bring back more detail on the proposed road changes before bringing back the By-law changes to Council.

Staff committed to return to the Transportation Committee and provide more detail surrounding what engineering is seeking to achieve regarding arterial and collector roads.

E. ITEMS REFERRED BY COUNCIL

1. **Regular Council – Public Hearing Minutes, Monday, July 26, 2010
Emergency Access to Crescent Beach Neighbourhood
Corporate Report R168**
File No.: 7130-01; 8710-01
 - It was noted this delegation will be appearing at the November 1, 2010 Public Safety Meeting.
 - This item was deferred to the next meeting.

F. CORRESPONDENCE

1. **Delegation Request received from Margot Thomson, Chairperson,
Crescent Beach Disaster Preparation Committee**
File No: 8630-01
 - This item was dealt with in Item E1.

2. **Delegation Request received from Susan Brown regarding paid parking
on 72A Avenue in Newton.**
File No: 8310-01; 8630-01
 - This request for delegation was dealt with in item B1.

3. **Delegation Request received from Brian Fowler regarding outstanding
issues between 154th and 156 Street.**
File No: 5400-80

The following comments were made:

- Mr. Fowler's letter was received by the Transportation Committee as information, it was unanimously decided that no further action will be taken at this time.
- Engineering Staff will follow up with Mr. Fowler directly.

It was

Moved by Councillor Hunt
Seconded by Councillor Rasode
That the letter from Brian Fowler be received

as information.

Carried

G. INFORMATION ITEMS

H. OTHER BUSINESS

I. NEXT MEETING

The next Transportation Committee meeting is scheduled for Thursday, November 18, 2010 at 12:00 p.m. in the Executive Boardroom at City Hall.

J. ADJOURNMENT

The Transportation Committee adjourned at 4:47 p.m.

Jane Sullivan, City Clerk

Councillor Bose, Chair
Transportation Committee