

Present:

Councillor Bose – Chairperson
Councillor Hunt
Councillor Rasode

Absent:

Councillor Hepner

Staff Present:

V. Lalonde, General Manager, Engineering
D. Luymes, Manager, Community Planning
J. Boan, Transportation Manager, Engineering
P. Bellefontaine, Transportation Planning Manager, Engineering
P. Lee, Rapid Transit & Strategic Projects Manager, Engineering
D. Hornung, Senior By-Law Officer
T. Mueller, Legislative Services

Guests:

J. Bilg
M. Bola
R. Knight

A. ADOPTION OF MINUTES

1. Minutes of the March 9, 2011 meeting to be adopted.

It was

Moved by Councillor Hunt

Seconded by Councillor Rasode

That the minutes of the Transportation

Committee meeting held on March 9, 2011, be received.

Carried

B. DELEGATIONS

1. **Traffic Concerns – M. Bola**
File No. 5480-01

Mr. Bola delivered a PowerPoint presentation regarding back lane parking and left turn access from 64 Avenue to 173A Street and 174A Street subdivisions.

The delegation made the following comments:

- The width of back lanes in new developments is smaller than the allowable guidelines published by the City of Surrey. The decreased width is an issue because residents cannot safely get out of their driveways. Mr. Bola further noted larger vehicles (such as garbage removal trucks) have issues negotiating the back lanes.
- Unfortunately, new subdivisions are getting approved with smaller back lanes and the three metre parking rule is not widely understood or communicated to the public. Because the homes are condensed, there is not 3 metres of space available between the homes. The issue is further exacerbated due to the temporary dead-end street in his development.
- Mr. Bola suggested that curb-side paint could be implemented to clearly define the 'no parking' within 3 metres rule.

- Parking in his area is currently being enforced by the by-law department; however, when the enforcement stops, he believes residents will resume blocking the lane ways.
- Mr. Bola shared that staff developed a fact sheet for circulation throughout the neighbourhood. The delegation indicated there are a few residents who observe the guidelines; however, the primary residents of issue are still non-compliant.
- In addition to the lane widening concern, Mr. Bola has had discussions with staff relative to a “left turn” issue. He indicated that he believes the carbon footprint for his area is greatly increased with residents now being forced to go around the block before entering their community.

The Committee made the following comments:

- The Committee asked staff for clarification as to why the back lanes do not require the same guidelines as the fronting streets. Staff noted that the by-law requires only a 3.0m clearance adjacent to a car in a lane, as these are not used by emergency services vehicles. Parking is therefore acceptable.
- Another means to maximize available parking and reduce the impact of parked cars on driveways would be to align the driveways opposite each other in future developments.

Staff made the following comments:

- The on street parking in general is intended for visitors to the neighbourhood, though many residents make use of it.
- The City has been pro-active with regard to the parking concerns of the delegation. By-law officers are making regular visits to monitor the situation. Staff developed and distributed a guide to parking in lanes that has been distributed to local households.
- Painting the curb is not recommended as paint deteriorates quickly and will not influence residents who ignore the good neighbour guide.

With regard to the left turn issue, staff noted that access and circulation would improve in the future with the full connection of the lane through to 172 Street which has full movement at 64 avenue.

The Committee agreed that the City should not remove the landscaped median to install a left turn lane that would not ultimately be required. The Committee also requested that the parking in lanes brochure be re-distributed to area residents with an accompanying letter reminding residents that enforcement of illegally parked vehicles will be undertaken.

C. OUTSTANDING BUSINESS**1. Rapid Transit Update**

File No. 8630-01

The following comments were made by staff:

- Surrey is actively participating with TransLink to line up the technical aspects of the Rapid Transit Analysis Study which is now in Phase 2.
- The conclusion of Phase 1 yielded a short list with 9 rapid transit alternatives and 1 bus only (called “best bus”) alternative identified.
- These alternatives are being evaluated with a comprehensive evaluation process called Multiple Account Evaluation (MAE).

- The public consultation frame work will consist of the following:
 - Municipality Engagement
 - Public (In-person) Events
 - Additional small group meetings:
 - E.g. Diversity, PICS, Surrey Board of Trade, Student Societies
 - Webinar
 - Awareness Campaign:
 - Media/Blogger will be proactively engaged
 - Community outreach – Info kiosks/posters
 - Online website – project information and important dates
 - Social Media – Buzzer Blog, Facebook, Twitter
 - Advertising – Newspapers, on-transit, social media

- Upcoming public consultation dates are as follows:
 - Municipality Engagement:
 - May 11 - City of Surrey, Transportation Committee
 - May 16 - City of Langley
 - City of Surrey – Transportation Committee (TBD – Sept/Oct)
 - City of Langley (TBD)
 - Public Events:
 - May 31 - Hampton Inn Langley
 - June 2 - SFU Surrey
 - June 8 - Newton Seniors Hall
 - June 9 - Guildford Sheraton Hotel
 - June 1 - Webinar
 - Mid May/early June - Awareness Campaign
 - Oct 14 - Hampton Inn Langley
 - Oct 18 - SFU Surrey
 - Oct 19 - Surrey Sport and Leisure Centre
 - Oct 25 - Newton Seniors Centre
 - Oct 19 – Webinar

- TransLink’s current planning timelines calls for releasing a preferred option in early 2012.

The Committee noted the following:

- They would like the decisions and announcement on the recommended routing and technology to occur in the fall of 2011.
- Staff / TransLink should explore using students and social media with set questions specific to transit needs in order to broaden the input on the study. Using social media is easy to do and it would engage youth who use transit.

On May 11, TransLink will come to the Committee as a delegation and make a presentation before going to the Public.

2. Traffic Calming Policy and Practices Update
File No. 8630-01

Staff made the following comments:

- It has been a number of years since the program was first introduced.
- The program was introduced in response to growing community desire to slow traffic on local roads. In recent years there have been two reviews of the technical qualifying criteria for the implementation of traffic calming and staff is satisfied that the current criteria are appropriate.
- When a request for traffic calming is received, a speed survey is undertaken. Of the locations assessed, the great majority were found to have speeds close to or below the 50 km / h speed limit.
- There has been a lot of attention given to traffic calming around schools through the Safe and Active Schools Program. Although the City does not normally allow traffic calming on Collector Roads, we are typically allowing it along school frontages.

2006 – 2010 Program Summaries:

- An analysis of the program has shown that speeds have been successfully reduced where traffic calming has been introduced and that the majority of drivers are adhering to the speed limit on local roads.
- The traffic calming program is accepted by the emergency services with issues raised only occasionally.

The Committee requested information on how long it takes for requests to be responded to. Staff responded that projects are batched together. Typically, if it is a 2010 request, work will be seen in the following year.

The Committee agreed that staff should continue with the current approach of managing the traffic calming program.

D. NEW BUSINESS**1. Transportation Vision**

File No. 8630-01

Staff made the following comments:

- Requested detail on how the Committee wanted the meetings to be structured relative to format, involvement of other departments, external involvement, visioning topics.

The Committee made the following comments:

- Staff should consider topics like landscaping and street character.
- Staff was asked to consider special meetings quarterly for the Committee to thoroughly review and discuss vision topics.
- The Transportation Agenda should be reserved for the normal work of the committee.
- Other departments should be involved when warranted.
- With respect to external involvement, staff was asked to arrange to engage all the Community Public Consultation Groups in a special Transportation Committee meeting on an annual basis. This group comprises of the executives of each community association. The City Clerk's Office has a collective list of all members.
- The Portland Trip was a significant event and it has had the effect of really allowing Surrey to have a vision of what Engineering is trying to achieve from a transportation perspective. If staff can identify another 'Portland Equivalent' excursion it would be worthwhile, particularly if the end results can be as significant as the Portland trip.
- A review of the Sister City Relationship in Tokyo to review how transit is utilized. The value of being informed by examples in other parts of the world is worth exploring.
- As an alternative, inviting guest speakers from other international cities to Surrey could be considered.
- It was worthwhile to have the context from employees from other municipalities to share their information and noted staff should explore partnerships within the American Public Transportation Association (APTA).

Staff thanked the Committee for their feedback and will bring further material to a future committee meeting.

2. Transportation Funding Overview

File No. 8630-01

The Committee has had a number of discussions regarding Transportation Funding. In advance of the next Committee meeting where transportation funding will be discussed in detail, staff gave a presentation on the issues and context to this. Some of the challenges involve an increasing range of evolving services such as:

- **Planning:**
 - Educational Programs
 - Cycling & Walking Programs
 - Transit
 - Transportation Demand Management
 - Safety Initiatives
- **Operations:**
 - Traffic control centre and new signal technologies
 - Expanded use of sustainable technology - solar power and LED's
 - Increased system complexity and need to maximize capacities
- **New Infrastructure & Rehabilitation:**
 - Construction of new roads and bridges; e.g. missing links
 - Expansion/widening of existing roads
 - New bicycle lanes and sidewalks
 - Rehabilitation of existing aged assets and asset management
- **Maintenance:**
 - Maintenance of aging infrastructure
 - Increased asset base to maintain, e.g. patching, painting, sweeping, mowing, snow clearance
 - Increased needs and demands
- **Challenge of Growth is one the biggest issues as follows:**
 - 3.0% average population increase per year (2001-11)
 - 4.3% average vehicle registration increase per year (2001-09)
 - 0.65% average lane km increase per year (2007-10)
 - 0% change in general Operation's funding (2000-10) – Excludes Winter Maintenance and TransLink funding
- **Current (non-DCC) programs rely on contributions from General Revenues and the 'Transportation Levy':**
 - Need to assess funding needs and sources
 - Transportation Committee has raised idea of a 'Transportation Utility'
 - Provide a stable and increasing revenue source
 - Reducing dependence on General Revenue
 - More transparent and accountable breakout of Transportation funding
 - Consistent with other Utility funding (e.g. Water, Drainage)

Staff will provide a detailed presentation on this topic at the next Committee meeting.

E. ITEMS REFERRED BY COUNCIL

F. CORRESPONDENCE

G. INFORMATION ITEMS**1. Neighbourhood Traffic Concerns**

The Country Woods Estates Community Association (CWECA) is concerned about the traffic speeds and volumes through their neighbourhood. The Committee requested staff to contact them and arrange for members of the CWECA to attend a future Transportation Committee meeting as a delegation.

2. Parking Regulations during School / Sporting Events in City Parks

The Committee discussed parking during school / sporting events should be 'fine-tuned' to coordinate with the Parks Department. Individuals attending sporting events should have joint use of School and Parks Parking lots afterhours if proper arrangements are made in advance of the event. The Committee also suggested that restricted parking fronting schools be limited to school hours similar to the reduced speed limits.

The Committee requested staff to work with the Parks Department to ensure each sports association has an email contact with the City.

4. Semiahmoo Town Centre Plan Update

Staff shared that they are having dialogue with TransLink on the bus layover on 16 Avenue. The Committee would like to have a discussion regarding the change of ownership of the Shoppers Drug Mart and its impact on Surrey. The Committee requested for representation from the Planning Department at future TC meetings to speak to the Town Centre Plan.

H. OTHER BUSINESS**I. NEXT MEETING (TIME / LOCATION CHANGE)**

The next Transportation Committee will be held on Wednesday, May 11, 2011 from 9:00 a.m. – 12 NOON in the Pondside Meeting Room.

J. ADJOURNMENT

The Transportation Committee meeting adjourned at 3:51 p.m.

Jane Sullivan, City Clerk

Councillor Bose, Chair