
Present:

Councillor Bose - Chairperson
Councillor Gill
Councillor Hunt
Councillor Rasode

Absent:

Staff Present:

J. Boan, Manager, Transportation
P. Bellefontaine, Transportation Planning Manager
V. Lalonde, General Manager, Engineering
P. Lee, Rapid Transit & Strategic Projects, Manager
L. Anderson, Legislative Services

Guests:

B. Fowler
E. Fong
K. Lewington
D. and B. Clogg
Members of the 32 Avenue Neighbourhood
Community (59 in attendance)

A. ADOPTION OF MINUTES

It was

Moved by Councillor Hunt
Seconded by Councillor Rasode
That the minutes of the Transportation
Committee meeting held on June 16, 2011, be adopted.
Carried

B. DELEGATIONS

1. Brian Fowler

Mr. Fowler provided a historical background regarding residents' traffic concerns on 99A Avenue between 154 and 156 Streets, which is currently designated one-way. It was reported that a traffic study was undertaken recently which found that there were 500 cars travelling the right way, with one percent of those travelling the wrong way, each day.

- In 2005 Fire Department asked that parking be banned on 99A Avenue as the road was not wide enough for them to travel along it (road width varies from 4.5 m to 6 m).
- Residents then petitioned the City to reinstate parking on the south side.
- The City then explored options that included widening the road to the north (which the owner to the north would not agree to), exploring alternate parking opportunities, and changing the operation of the 99A Avenue.
- Through consultation with the residents, the school and their PAC, the City concluded that the best option would be to institute one-way travel only along 99A Avenue.
- The residents preferred treatment was to install a gate and Mr. Fowler has continued to lobby for this. The Engineering Department has maintained their

position that a gate would have a negative impact to the school and park, and could create safety issues at the intersection of 99A Avenue and 156 Street.

- In support of his and other residents position, Mr. Fowler has been monitoring the activity on the street and noted the following:
 - There are not enough police resources to control the traffic flow and to monitor the traffic that travels in the wrong direction. Gating the end of the road is the only resolution as far as we are concerned.
 - On November 17, 2010, we were in touch with John Pump, Manager of Road Improvement, ICBC, who sent out engineers to review and take pictures. He agreed the seven signs to indicate the one-way street were perfect and that it really is a policing issue. His recommendation was that if we feel our lives are threatened, then to call 911.
 - A police officer noted to us that “this road had more attention than any other road in Surrey; it is a road rage situation waiting to happen”.
 - In addition to the problem with the traffic travelling in the wrong direction, we have a further situation with the property on the north side of 99A Avenue and 154 Street going west, as we are unable to see past the overgrown bushes. The City had advised Bylaws staff that the bushes would be trimmed once school was out, but this has still not happened.
 - The Fire Department cannot reach us; they are unable to come down the street. We went to the Fleetwood Fire Department and spoke with the Captain who advised that 99A Avenue has two fire hydrants in addition to those at the school.

Questions/comments from the Committee:

- Is it possible to make the road reasonably two way?
Staff responded that two-way traffic on that section of the road could only be accomplished by banning the parking on the south side. Sections of the road would still be narrower than what the City would typically accept for two-way traffic.
- Overall we have a very good idea of the issues brought forward. It appears there are a few things to follow-up, in particular, emergency access.
- Your solution then is to put a gate at the bottom half of the road and to have two-way traffic only at the east end of 99A Avenue?
Mr. Fowler responded “Yes. As long as the portion of the road that is wide enough for two-way traffic absolutely does not allow parking on the north and south sides.”
- Although we can put up signs, etc., the only way to ensure success would be to have the RCMP there every day, which simply is not possible.
- Further discussion with staff is required on this matter. The normal process is to hear from the delegation and to have staff review thoroughly with the Committee. We will revisit this issue again at a future meeting and ask that the delegation be in attendance at that time.

2. **32nd Avenue Neighbourhood Community**
File No. 5400-80-03200
32 Avenue Proposed Road Expansion (15400-16000 32 Avenue)

The following documents were provided to the Committee from the delegation in addition to their presentation to the Committee:

- i) Copy of letter, dated June 3, 2011, from TransLink regarding the responsibility for the designation of truck routes;
- ii) Excerpt from the Ministry of Environment “Environmental Best Management Practices for Urban and Rural land Development in British Columbia: Air Quality BMPs and Supporting Information” regarding recommended setbacks;
- iii) Copy of Corporate Report Roo2, dated January 12, 2004, regarding 32 Avenue Truck Route p- 152 to 176 Streets;
- iv) Photograph of the Nuvo playground, 15454 - 32 Avenue, within 4.5 metres of the road curb; and
- v) Photograph of a full length diesel truck on 32 Avenue within 4.5 meters of the playground at 15454 - 32nd Avenue.

Note: Due to the large number of guests for this item, the Committee heard the delegation in Council Chamber.

Further to the PDF presentation copied to the 32nd Avenue Neighbourhood Community in advance of the meeting, it was requested by the Committee that staff provide an overview of the presentation to the delegation prior to hearing from the delegation. A historical background was given and additional comments were as follows:

- The project was initiated in 2011 to meet the demands of existing and future traffic volumes, co-ordinate widening with repaving needs, and to provide safer access to Nuvo Strata.
- The aerial photographs illustrate that most of the landscape and existing paths will be retained along the south side and north side.
- The proposed road cross section is a typical arterial cross section: two lanes of traffic, landscaped median, bicycle lanes, landscaped boulevard and sidewalk.
- The City held two public open houses:
 - May 3, 2011 – approx. 90 attendees
 - June 8, 2011 – 9 attendees
- 77 responses were received with 63% either neutral or in support of the work.
- Of those that raised concerns, noise was the biggest concern, followed by potential vegetation loss, speed, road condition and volumes.
- Traffic volumes are currently about 20,000 vehicles per day and will continue to increase due residential and commercial development in South Surrey.
- Travel speed on 32 Avenue is 63 km/h with an 85 percentile - it means that 85% of the vehicles travel at that speed or below
- 32 Avenue is part of the City’s arterial road network providing an important cross-city and inter-municipal link.
- The City will liaise with RCMP and the Traffic Safety Committee regarding speed enforcement on 32 Avenue.
- 32 Avenue is part of the City’s truck route network. The other truck routes in South Surrey are: 8 and 16 Avenues, King George Blvd., 152 and 176 Street, and portions of 192 Street.
- While the City establishes the truck route network, only TransLink has the authority to remove a route once it has been established. In 2003, the City requested removal of the 32 Avenue truck route but it was declined by TransLink.
- To give some perspective, 11% of the traffic is truck traffic, which is within the range expected for an arterial truck route. Based on monitoring of truck traffic,

about 25% of the trucks are the result of gravel extraction from Campbell Heights.

- The Nuvo Strata and Carrington Strata will see no change to their existing setbacks with the widening.
- Metro Vancouver is responsible for monitoring air quality in the region. In 2010, the City requested Metro Vancouver to undertake air quality monitoring at several locations in Surrey for which the City is awaiting results.
- The Province has implemented heavy-duty truck programs such as the Provincial Diesel Retrofit Requirement and AirCare On-Road.
- In addition, Surrey is participating in a new study on Reducing Exposure to Traffic Emissions (RETE). Metro Vancouver will lead this project with MoE, local health authorities and local municipalities sitting on the steering committee.
- Currently on 32 Avenue there are settlement cracks, pavement cuts and manhole covers that are propagating noise and vibrations when contacted by vehicles, particularly heavy trucks. The planned repaving associated with this project will reduce these issues.
- Traffic noise assessments undertaken by acoustic engineers shows that the planned widening will not result in perceptible increases in noise. Irrespective of this, the City is considering mitigation measures such as quiet pavement and modifications to earth berms along 32 Avenue at the Morgan Creek Golf Course.
- As a city we have to address the needs of the residents which include providing increased road capacity, cycling lanes and sidewalks.
- Currently 32 Avenue is the primary access point to Highway 99; however, the City has been planning to disperse demand by creating additional interchanges at 24 and 16 Avenues, which could have a significant benefit for 32 Avenue. The City recently obtained approval, in-principle, for these and at this point is seeking additional funding.
- Due to the concerns raised, staff recommend that the project be deferred to enable more time to evaluate additional potential mitigation and undertake further project design review to maximize tree retention.
- The City will review Metro Vancouver's air quality results once available and will be lobbying senior government to redirect gravel trucks from Campbell Heights pit (which will reduce truck volumes on 32 Avenue in this area by 25%).

The delegation from the 32nd Avenue Neighbourhood Community, represented by Pauline Cremin, Maggie Bernet, Dave Deane, Gord Nicoletti and Ross Buchanan, was heard as follows:

P. Cremin, #65 – 15500 Rosemary Heights Crescent:

- There was a huge outcry from the neighbourhood following the open house regarding the expansion. It wasn't so much for the widening as it was for the safety of the residents who will be affected by the increased diesel fumes and noise.
- Councillors Hepner and Villeneuve both walked the area yesterday (July 25th) and we request that each member of the Transportation Committee also come and walk the area to really get a sense of the impact to the residents.

- The concept plan (a truck route) within such a high density area is incomprehensible. [A two minute video clip discussing the noise, vibration, diesel fumes, etc., at 7:15 a.m., was shown.]
- There was a noise barrier wall installed in 2003 between the fence at the back of the townhouse properties and the road. At present the distance from the barrier is anywhere from 3 to 6 metres from the road edge (depending upon the location along 32 Avenue). In some instances the expansion of 32 Avenue will see the new road edge right at the noise barrier wall. Although we have been told that the setbacks have not changed, it appears the road is being brought closer to the houses, where there are children playing right at the other side of the barrier wall. The distance from the wall to the road provided a greater barrier, which will now be removed altogether and is seen as a real danger to the residents.
- At present children are playing in some areas no greater than 4.5 metres back from the road edge with only the noise barrier between them and high speed vehicles and diesel pollution. As noted in the Ministry of Environment document, the recommended setback is 150 metres, considerably greater than the 4.5 metres.
- As further noted in the letter from TransLink, it is the municipal approval that is required to have a truck route designated. We ask you for your mandate to protect the safety, liability and health of the citizens of Surrey. Stop this and remove diesel trucks and stand up to TransLink and Metro Vancouver.

In response to the referral of the letter from TransLink, staff noted that the last time the City requested a removal of a truck route was in 2003, TransLink had to go through an assessment of what other alternatives were available first. Essentially TransLink were unable to support the removal based on the limited alternative routes and the important role 32 Avenue has in linking South Surrey, Campbell Heights and Langley to Hwy 99.

M. Bernet, #42 - 15454 32 Avenue:

- Diesel exhaust is damaging and diesel trucks belong on highways, not in high density neighbourhoods, where diesel exhaust fumes drift in to our homes.
- Among other illnesses, it is a proven fact that diesel exhaust is a major cause of lung cancer and that lung cancer is the leading cause of death in Canada.
- I believe it is a matter of utmost emergency that the trucks be permanently removed and that our quality of life be restored.
- Please redirect the diesel trucks to highways, where they belong.

D. Deane, #68 - 3355 Morgan Creek Way:

- From my patio I can hear and see the traffic of which I have seen a dramatic increase. There are approximately 700 trucks a day and that is with only 10% of the development of Campbell Heights. With full build out of Campbell Heights the volume will be three times the volume of Deltaport (which does have a 150 metre setback).
- Trucks travel along well in excess of the speed limit. Many have just left the freeway and continue to drive at similar speeds which, if suddenly necessary, require a much longer stopping distance, taking three times longer than a car.
- In addition, trucks carrying hazardous material have been seen.
- School buses stop on 32 Avenue.

- The proposal also includes bike lanes. Bike lanes on 32 Avenue would prove to be extremely dangerous and cyclists should not be enticed to use such a route.
- Widening 32 Avenue is dangerous, please consider a positive action on this matter.

G. Nicoletti, #19 - 3355 Morgan Creek Way:

- Excessive noise and vibration impacts the residents along 32 Avenue.
- Members are here to stop the widening of 32 Avenue and more importantly request the removal of the truck route status between Highway 99 and Highway 15 on 32 Avenue.
- A study by Wakefield was undertaken in 2003 and 2004 regarding noise and vibration. Rather than re-inventing the wheel, the residents of the Dear Run retained Wakefield to forecast the noise and vibration increase, based on the information they had from that study. It was reported that compounded with the widening and the increased speed and volumes, more road noise and vibrations will be experienced which will be well above accepted levels of tiny road setbacks. It was suggested that by 2021 there will be a further 50% increase. [Staff noted receipt of a copy of the study and their review of the results.]
- What purpose does the widening accomplish when you consider as soon as they get to 160 Street, the traffic merges into one lane?
- There will also be the increased potential for road rage and accidents.
- Interestingly enough, I recently read about the City's eco-development. The two principles that really stuck out were 1) building a sustainable and liveable community, and 2) building a green community. Neither apply to us.
- Please remove the truck route from the 32 Avenue corridor.

Discussion regarding the increase of idling vehicles and overall change of air quality from the rising high densities in the area ensued and it was reported that Metro Vancouver had advised the delegation that they do not have the jurisdiction to request an air quality study. In response, the Committee reported that air quality is the responsibility of Metro Vancouver. Staff comments continued:

- Staff's rationale for the project, by increasing capacity, is the same as the delegation's opposition: to reduce congestion and increase safety.
- Although the municipality does have the right to add a truck route, they do not have the same ability to remove a truck route; the ability for this rests solely with TransLink.
- Information on TransLink's decision to maintain 32 Avenue as a truck route is included in Corporate Report Roo2 (January 12, 2004).

R. Buchanan, #39 - 3355 Morgan Creek Way:

- Like the other members of the 32 Avenue Neighbourhood Community, I am committed to the safety and health of the community and our quality of life.
- The truth is only 5% of the respondents were in support of the plan. Four of the 77 supported, which means that 95% did not, in addition to the petition of 250 that was received by Council.
- 18.2 million vehicles are projected. All of the concerns raised are legitimate: there are public safety issues with regard to the location of playgrounds and homes too close to the road edge, vibration that is strong enough to incur

structural issues in homes, decibel levels equal to a constant honking horn on a vehicle, etc.

- We ask that the City work towards securing a ban from TransLink of all highway diesel trucks on 32 Avenue between Highway 15 and 152 Street and that the widening of 32 Avenue be stopped.
- Further, we request there be an independent outside investigation of how this was ever allowed to happen.
- The public's safety is at risk.

In closing, the Committee thanked the delegation for their comments and acknowledged the concerns expressed. They noted that staff will be undertaking further design work and evaluating additional potential mitigation as their first step. Once that work is completed, an update will be provided to the Transportation Committee and direction on next steps will be sought. At that point staff will follow up and advise on further steps and process for the project.

The Committee returned to the Executive Boardroom and discussion continued as follows:

- In terms of the width of the road compared to the lanes, staff noted that space was protected along 32 Avenue to allow widening to four travel lanes.
- The original design called for the removal of vegetation, more in some places and less in others. To minimize this, the current design has shifted the road slightly south.
- Staff presented pictures showing the walkway behind the noise barrier, as taken the day before the meeting.
- The Committee was shown where the curb will be, noting it will impact the vegetation.
- Although there is a multi-use pathway on the inside of the noise barrier which serves as a walkway and cycle path, the cycling lanes on the roadway are necessary for experienced and commuter cyclists who prefer to be on the road.
- The stakes that are in place at present highlight where the original design was and give an indication of where the buffer would increase or decrease.
- One of the issues is the large KV power line that would be in conflict with any change to the original design.
- The Committee noted the potential to narrow the median by eliminating the landscaping as either side of the road would still have a landscape boulevard/buffer to screen the roadway.
- Staff will be looking at maximizing the retention of vegetation and that is one of the main reasons more time is needed to review all elements of the design.

C. OUTSTANDING BUSINESS

1. Transportation Funding Update File No. 8630-01

It was noted that a recent presentation was made to Council and that there were no further updates.

The agenda was varied.

D. NEW BUSINESS

2. Winter Crescent Connection

A PowerPoint presentation on the potential development of properties east of King George Boulevard and the needed extension of Winter Crescent was provided. Comments were as follows:

- The Winter Crescent extension will provide a signalized connection to King George Boulevard at Crescent Road.
- A proposal regarding development of a portion of these lands has been received and the applicant does not want to complete the full extension at this time.
- Staff believe that with any further development on these lands, the road must be completed to King George Boulevard.
- Although the connection was not identified in the 1995 King George Land Use Plan, a parallel Transportation study for the corridor area was completed the following year and identified the connection.
- In addition to the vehicular access benefits, the extension would provide a convenient walking and biking connection to King George Boulevard and ultimately to the Semiahmoo Trail and planned pathway network to the west of King George Boulevard.
- There is an existing signal at the south end of this neighbourhood at King George Boulevard and 148 Street. This new connection at the north end of the neighbourhood would provide a second signalized access to the area.
- Previous applicants always looked at consolidation of the lands and thus included the road link, however the current proposal would see it developed in stages. This piecemeal approach would introduce uncertainty in achieving the road link.
- All the lands involved in completing the road are currently held by one landowner. As such, a requirement for development in this area could be to consolidate and dedicate the road. Alternately, a portion of the lands could be developed with the City assisting to acquire or expropriate the land required for the remainder of the road. The costs for the land, expropriation and construction would be borne by the initial developer but a latecomer for the construction may be possible for properties benefitting from the road that still have redevelopment potential.
- At this point staff are trying to see how they can help development proceed and obtain the Committee's feedback in that regard.

The Committee commented as follows:

- It is not typical to require a developer to purchase and construct a road that is not their frontage and is not essential for directly servicing their site.
- Based on the circumstances, the City may need to assist by expropriating the lands required for the road.
- The land to the north of the road should be residential but the land to the south of the road would be best to go commercial consistent with the existing adjacent commercial. This should be an incentive for developer's to achieve the road link.

- Staff should ensure that the road is secured and constructed in its entirety in conjunction with any applications on these lands.

The Agenda was again varied.

G. INFORMATION ITEMS

1. Rapid Transit Update

Paul Lee, Rapid Transit & Strategic Projects, provided an update on the rapid transit project. A brief background was given followed by a PowerPoint presentation. Comments were as follows:

- The project started in Spring 2010, with public consultation having been undertaken from the end of May through June, 2011.
- 10 rapid transit alternatives were presented to the public [a copy of the information shown to the public was provided, together with a copy of the pamphlet].
- With the intention to maximizing utilization and ridership, any LRT on 104 Avenue needs to be linked back to Fraser Highway or linked with King George Boulevard.
- Shaping growth is the most important reason why we are embarking on rapid transit. An LRT system will facilitate higher densities along 104 Avenue and King George Boulevard thereby creating a denser core area consistent with regional goals while enabling the maximization of future transit ridership.
- Surrey staff feel that some of the options will not achieve the shaping goals of the City but are continuing to work with TransLink to try and ensure that the study conclusions support the City of Surrey's needs.
- TransLink plans to complete the Phase 2 work by end of year. Phase 3, the detailed planning of the next rapid transit line, would begin in 2012 (this could be a Surrey line or could be the UBC line).

The Committee commented as follows:

- There is significant opportunity between Guildford and Whalley. The future land use along this corridor should be a priority. Like Kingsway, there is large potential for this to accommodate a significant part of Metro Vancouver's growth.
- Rapid Transit will be an important enabler in achieving this.

Staff provided a brief update on heritage rail as follows:

- The FVHR demonstration project has been a bit more problematic than envisioned. As such, it is likely that it will be built in the winter as opposed to the fall.
- The issues include:
 - Contamination - which is now being addressed;
 - Land tenure - though work had been pre-done, the Province still needs to get the land from BC Hydro in order to sell it to Surrey; and
 - Operating rights - an agreement with Southern Rail still needs to be finalized.

- The Cloverdale Streetcar project is moving forward. The design companies, Chamber of Commerce, BIA and Heritage members have met twice already and walked the alignment.
- On July 25th another workshop was held to assess two options: single track down the middle of 176 Street, or double tracked with tracks centred on each travel lane. Businesses were very engaged and happy to see this being done.
- There are pros and cons to each option and further work on these is continuing.

It was Moved by Councillor Rasode
 Seconded by Councillor Gill
 That the Transportation Committee receive
 the update provided on Rapid Transit and the Heritage Rail.
Carried

D. NEW BUSINESS (Continued)

1. Greenways Plan

This item was deferred until the next Transportation Committee meeting.

E. ITEMS REFERRED BY COUNCIL

F. CORRESPONDENCE

H. OTHER BUSINESS

I. NEXT MEETING

The next Transportation Committee was scheduled for Monday, September 19, 2011, at 2:30 p.m., in the Manager’s Boardroom.

J. ADJOURNMENT

The Transportation Committee adjourned at 5:49 p.m.

Jane Sullivan, City Clerk

Councillor Bose, Chair
Transportation Committee