

Present:

Councillor Gill - Chairperson
Councillor Hunt
Councillor Rasode
Councillor Steele

Regrets:**Staff Present:**

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

Guests:**A. ADOPTION OF MINUTES**

It was

Moved by Councillor Hunt

Seconded by Councillor Rasode

That the minutes of the Transportation

Committee meeting held on September 19, 2011, be adopted.

Carried

B. DELEGATIONS**C. OUTSTANDING BUSINESS****1. Transit Update**

Staff provided a Power Point presentation highlighting TransLink's service improvements:

- In December 2011, improvements were made to Route 320 (Fraser Highway).
- Two additional buses called, "trippers" were added to bus Route 502 (Langley to Surrey Centre).
- In total, there will be an additional 26 bus service hours per day on Fraser highway.
- In April 2012, a new bus route (531) is planned and will connect the City of Langley to the Semiahmoo TC. Routing will be primarily via 192 Street and 24 Avenue. This route will service the Campbell Heights area and some of the neighbourhood and communities along the way.
- Staff will monitor to see how it performs and see if more bus service is required in the future.
- In September, 2012 a new B-line route from Guildford to City Centre will be introduced (104 Ave to King George Boulevard to 152 Street to 16 Avenue). This service will run every 7.5 minutes, 7 days a week.
- Staff will work closely with TransLink as these improvements are implemented.

Discussion ensued and the following comments were made:

- Numerous requests from community members have been received regarding the improvement of bus service.
- The three lines will not consume all the bus hours that are allocated. 50% of the 400, 000 bus hours will be used with the latest improvements.
- It was questioned whether a line (City Centre to Newton) may be removed due to the netting of hours. Staff noted that this is not expected.
- TransLink has signs at some bus stop locations which notify riders when the next bus will be arriving. Staff reported that a consultant has been selected to do a review of how to make improvements to the bus service. Announcements of buses will be one of the items reviewed. Staff will also participate in this review and will report back to the Committee.
- There are smart phone applications available which show bus schedules, etc. This information should be communicated with riders.
- Bus priority with the LRT at stop lights (like the fire department) will be reviewed. Testing will take place under the B line conditions in preparation for the LRT.

Staff provided an update on the Rapid Transit Study and the following comments were made:

- In October, a sensitivity analysis was completed reviewing things such as costs to travel (parking) and different transfer penalties in going from BRT to LRT at Newton (to see whether a single technology type (BRT or LRT) needs to extend all the way from City Centre to South Surrey. The Steering Committee will meet in mid January to review the direction of these issues and what options should be recommended for further study.
- Staff met with TransLink and their consultants and TransLink is expected to produce a short list of alternatives. Staff would like to reduce the number of alternatives from 11 to 2 or 3.
- One of the questions often received is about the town centre of Cloverdale. Cloverdale had been excluded by the study zone.
- TransLink does not see the LRT or sky train service being directed at Cloverdale. They believe that the FTN or a B-Line can appropriately service this area.
- Passenger Loads and Capacities were reviewed for Fraser Highway, King George Boulevard and 104th Avenue. The following information was provided:
 1. The highest volume for rapid transit system is on Fraser Highway. It appears that BRT will not have sufficient capacity in the future.
 2. On King George Boulevard, the study has determined that BRT should be sufficient to handle future demand; however, staff are concerned that if a bit more growth is added, BRT will not be sufficient.
 3. 104 Avenue is showing relatively low ridership. Further review of this will occur between Surrey and TransLink. Staff has provided feedback to TransLink, including modeling and analysis that Surrey has completed.

- Next Steps:
 1. Steering Committee in January, 2012
 2. Release of study finding and public consultation
 3. Phase III scope and details to be determined

2. Pattullo Bridge Replacement Project Update

Engineering Staff provided a PowerPoint presentation on the Pattullo Bridge Project. The project was suspended in 2010 and TransLink consultants (Delcan) completed a bridge assessment in the spring of 2011. TransLink re-initiated discussions with Surrey and New Westminster in the late summer of 2011 with a proposed project timeline. Consultation activities have been delayed to early 2012.

Staff provided the following additional comments:

- The Province and TransLink both believe a new bridge is required.
- TransLink completed another assessment and discussed with staff how to consult the public.
- Consultations with the public in early 2012 will include consultations through the internet, Twitter and public meetings.
- The procurement strategy is important in determining how the bridge will be paid for. Their current strategy is similar to the Port Mann Bridge which is tolling. Staff has been reaffirming Council's position that any tolling must be within the context of a Regional Tolling Strategy.
- The scheduled timeline for securing a contractor is 2012 – 2013, possibly into the middle of 2014. A bid will be put out and awarded with construction likely commencing in 2015. The estimated finish date is 2018.
- TransLink wants to move forward on the project quickly based on the substandard geometry, narrow lanes, structure deterioration and scouring around the columns.

Discussion ensued and the Committee made the following comments:

- Has the access to the bridge been worked out? At the last presentation it hadn't been worked out yet.
Staff reported that an option had been developed to put a parallel road to 124 Street connecting King George Boulevard, SFPR and Scott Road. This would include a new interchange at King George Boulevard and would clean up the road network, creating more developable land around the Scott Road Skytrain station.
- 128 Street extension from 108 Avenue to King George Blvd is planned as part of this project.
- Is there some sort of contingency if the bridge is not safe before all this is done? What expedites it to the point everything has to move very fast?
They are doing enough work to keep the bridge safe, including placing rip rap to address the scouring issue.

3. **32 Avenue Update**
File no. 5400-80-0322

Staff provided a PowerPoint presentation with the following background information on the 32 Avenue Truck Route:

- In 1998, 32 Avenue is designated a truck route as per the adopted Highway & Traffic By-law No. 13007.
- In 2003: TransLink denies the City's request for a permanent truck ban on 32 Avenue. 32 Avenue is reinstated as a truck route.
- In 2011, the following events took place:
 - January: The City initiated a Capital Construction project for the ultimate widening of 32 Avenue (154 Street to 160 Street).
 - May: The City held a Public Open House for the 32 Avenue widening project and concerns were raised regarding noise, vibrations and pollution.
 - July: 32 Avenue Community Alliance made a delegation to the Transportation Committee to oppose the ultimate widening of 32 Avenue and to request the removal of 32 Avenue from the truck route network.
 - September: the Capital Construction project for the ultimate widening of 32 Avenue is put on hold.
 - October: 32 Avenue Community Alliance made a delegation to Council requesting the removal of 32 Avenue from the truck route. Council passed a motion for the issue to be referred to the Transportation Committee.

Staff also provided the following information:

- With the construction of a Hwy 99/16 Avenue interchange, some of the existing truck and traffic volume on 32 Avenue would be diverted.
- A letter has been sent from the Mayor to the Minister of Transportation and Infrastructure requesting support and funding for the Hwy 99/16 Avenue interchange.
- Staff are in the process of finalizing a report that assesses interchange options and costing and have planned a meeting with the Ministry of Transportation and Infrastructure for early 2012 to review the report findings.
- Staff have worked with TI Corp/MoTI to cease gravel truck hauling west of 176 Street along 32 Avenue from Campbell Heights.
- Crack sealing work is planned on 32 Ave between 154 St and 160 St to help minimize noise issues and lengthen pavement life.
- Truck route concerns have been discussed with TransLink staff.

The Committee ensued discussion and made the following comments:

- It was questioned when it was decided 24 Avenue ramps go North and not South.
Staff replied that this was determined through the Hwy 99 LUP and was based on property constraints and that the interchange would have operational problems if ramps to the south were added. In terms of Provincial support for interchanges, staff have worked with the Province and obtained support in principle for the 24 Ave ramps as well as an interchange at 16th Avenue.

- There is the issue of 32nd Avenue continuing to be truck route, but the second issue is widening to 4 lanes in that section, with bike lanes.

COMMITTEE RECOMMENDATION:

It was

Moved by Councillor Hunt

Seconded by Councillor Rasode

That the Committee request the Mayor and

Council forward a letter to the TransLink Board on behalf of the City that indicates:

- A delegation of residents on 32nd Avenue made a presentation to Council and the TC regarding removal of 32nd Avenue as a truck route, we request that TransLink assess the merits of their request in the context of other truck routes in Surrey, the future development in the area, impacts to businesses and residents.
- Further that TransLink have discussions with MOTI regarding the construction of additional interchanges and other infrastructure improvements with Highway 99 and the timing of such infrastructure investments.

Carried

D. NEW BUSINESS

1. Hwy 99 Corridor, 164 Street: 16 Avenue to 20 Avenue

Staff provided a PowerPoint presentation on the Hwy 99 Corridor. The following is background information:

- 2004 – Highway 99 Corridor LAP identifies Croydon Dr. Alignment
- 2008 – Need for protection of 20 Avenue Overpass of Highway 99 alters alignment of Croydon Dr.
- 2009 – Sunnyside Heights NCP identifies need for realignment of 164 Street north of 20th Avenue
- 2010 – Developer request to realign south leg of Croydon Dr. to 164 Street alignment. Finalization and approval by Council of 164 Street realignment north and south of 20 Avenue to form comprehensive network for Highway 99 Corridor LAP and Sunnyside Heights NCP
- 2011 – Application submitted for Costco development
- 2011 – Initiate implementation strategy to enable suitable access to area and avoid temporary works

Staff provided the following comments regarding the development application and associated road issues:

- There has been extensive work on the Hwy 99 corridor since the NCP was developed to realign some roads and enable a 20 Avenue overpass of Hwy 99.

Potential Development Issues:

- Safety and operational concerns with additional traffic at existing 20 Avenue and 164 Street intersection
- Safety and operational concerns with temporary use of existing 16 Avenue and 164 Street intersection

- Staff do not believe that frontage improvements plus interim works will be sufficient to address the transportation needs as a result of the application
- Use of existing intersection conflicts with potential interchange on-ramp and could affect shorter term achievability of the 16 Ave I/C
- Narrow pavement width and “S” curve at existing 16 Avenue and 164 Street intersection
- No turning lanes and poor visibility at 20 Avenue and 164 Street intersection

Proposed Implementation Process

- Cost sharing among all developers
- Eliminate needs for interim works
- Road alignment set up for Hwy 99 & 16 Avenue interchange
- Equitable road costs for area which would facilitate development

Funding Options for 164 Street

1. Developer front end costs (similar to how Wal-Mart was done)
2. Increase Highway 99 Corridor LAP area specifies DCC's
3. Create Council initiated Local Area Service (LAS)

Discussion ensued and the Committee made the following comments:

- An example is Wal-Mart, \$20 million, a portion that was under DCC agreement and part was payment. Supported by other developments as they would develop. Their DCC's were paid to City and then it flowed back to the developer.
- Considerable new road allowance required.
- The City has taken this approach in other areas where the burden of road allowance needs on some properties is too significant and may affect the achievability of the road. The most equitable approach is cost sharing between all the properties
- 16 Avenue to 20 Avenue needs to be upgraded to the ultimate standard, other road works could be done to an interim standard.
- Staff has done quite a bit of work, they looked at three sub areas for the cost sharing.
- There is a certain value of interim works, and this will be known for sure when traffic impact study is completed.
- There are challenges with sewer.
- Property owners to the South are interested in seeing the road works completed at this time but have concerns regarding the sewer capacity.
- Agree with general concept.

It was

Moved by Councillor Hunt

Seconded by Councillor Steele

That staff bring back more information for

the Transportation and Infrastructure Committee.

Carried

2. **Millar Road**
File No: 5250-20-17

Staff provided background information on Millar Road:

- Collector Road
- Only connection from River Road to Scott Road due to north-south ravine and old cul-de-sac road network style
- Existing vertical alignment – downhill from 116 Street towards River Road

Cross Section Options

Interim Cross Section

- Development on the north side adds 3.5m to the existing cross section
- With reorganizing available width measured from the south curb; interim cross section can accommodate:
 - Two way traffic on 6.2m pavement
 - 2.5m parking along the north side
 - 1.29m boulevard lighting street
 - 1.5m sidewalk

Ultimate Cross Section

- Development on the north side adds 3.5m to the existing cross section and developments on the south side adds .904
- With reorganizing ultimate ROW of 16.6m ultimate cross section can accommodate:
 - Two shared traffic lanes each 3.4m wide, 6.8m pavement width
 - 2.4m parking lane on each sides
 - 2m boulevard on the north side
 - 1.5m sidewalk on each side
 - 0.5m SROW on each side behind sidewalk

Traffic Volume/Safety Concerns

- The highest volume for both directions is less than 200 vehicles per hour
- Total daily volume is 2500 vehicles per day which is below the City standard of 3000 vehicles per day for a collector road
- Safety concerns related to backing on the road addressed with the on street parking which protects manoeuvring vehicles from the street traffic

Discussion ensued and the Committee made the following comments:

- A few development applications have been received in the last few years on Millar Rd and as each application is brought forward, potential widening of the road could occur on fronting properties.
- There is a current application that is 2 lots east of another application that is the same. The first application has received 3rd reading.
- The ultimate cross section option is not an immediate solution; therefore, the road would have to function with the interim cross section.

- In terms of the interim cross section option:
 - narrower lanes could be shifted from 3.1m to 3.4 and a second layer of parking in the 4.2m available on the south property line could be included
 - landscaping could be eliminated as the width would not be comfortable to walk along with a steep hill and vehicles traveling at higher speeds
- Agreement that appropriate road cross-sections could be achieved to address residents' safety concerns. As such applications could be brought to Council and go through a public hearing process.

Councillor Steele left the meeting at 11:55 am.

3. **Transportation Green Sheet comments**

Staff introduced an improved system of providing Council transit information on the green sheet of Land Use Planning Reports. The improved service to Council by staff came from a request from the Mayor for key transportation information, particularly transit, on the planning reports.

The recommended Transportation categories are:

- Transit
- Connectivity and network integration
- Traffic Impact
- Parking
- Walking and Cycling

Highlights from the Green Sheet will be expanded on within the "Engineering Comments".

Only comments relevant to the application that identify the key issues will be made. The review process will consist of staff reviewing the process (Transportation Division Manager) to ensure only important items are brought to Council's attention and feedback loop to staff through Transportation Committee as to level of information provided.

Staff will implement pilot for forthcoming Council meetings and then evaluate the effectiveness.

4. **Committee Input on 2012 Agenda Items**

Staff provided an overview of proposed content for agenda items in 2012:

Transit & TransLink

- Rapid Transit Study Updates (most meetings)
- Heritage Rail and Cloverdale Streetcar
- King George Boulevard/104 Avenue B-Line
- SkyTrain Fare Gate Project Update
- Surrey Park and Ride
- Transit Priority Plan
- MRN Review
- Truck Routes

Road Network Planning & Traffic Management

- 32 Avenue updates (most meetings)
- 128 Street/Marine Drive intersection improvement
- Completion of 98B Avenue @ King George Boulevard – City Centre
- TMC Update
- Speed control on major roads
- Interim arterial roads treatment
- Country Woods traffic concerns

Parking Management

- Pay parking in Newton
- Truck Parking update
- Parking in lanes

Regional Transportation Projects

- Pattullo Bridge updates
- Regional Transportation Long Range Plan update
- 16th Avenue/Highway 99 Interchange

Transportation Options

- Taxis
- TDM initiatives including cash in lieu for parking
- Cycling Plan

Special Projects and Community Engagement

- Wire theft
- Public relations, engagement and communication
- Digital media and Bus Shelter Contract
- Truck routes including Danger Goods routes
- MRN review
- Funding update
- Traffic Control for construction projects
- Median capital construction projects
- Specific community issues
- Other infrastructure projects (capital projects)

E. ITEMS REFERRED BY COUNCIL

F. CORRESPONDENCE

G. INFORMATION

H. OTHER BUSINESS

I. NEXT MEETING

The next Transportation & Infrastructure Committee meeting is scheduled for January 16 at 10:00 am in the Executive Boardroom. The meeting schedule for 2012 will be discussed at the next meeting.

J. ADJOURNMENT

It was

Moved by Councillor Hunt

Seconded by Councillor Rasode

That the Transportation Committee meeting

do now adjourn.

Carried

The Transportation Committee adjourned at 12:30 p.m.

Jane Sullivan, City Clerk

Councillor Gill, Chair