

**Present:**

Councillor Gill – Chairperson  
Councillor Hunt  
Councillor Rasode  
Councillor Steele

**Regrets:****Staff Present:**

V. Lalonde, General Manager, Engineering  
J. Boan, Transportation Manager, Engineering  
P. Bellefontaine, Transportation Planning Manager, Engineering  
P. Lee, Rapid Transit & Strategic Projects Manager, Engineering  
H. Dmytriw, Legislative Services  
Ted Uhrich – Parks Planning Mgr., Parks Recreation and Culture  
Ron Gill – Senior Planner, Planning and Development  
Don Luymes – Mgr., Community Planning, Planning and Development

**Guests:**

Nicole Nelson, Ocean Park Neighbours  
Christ Llaird, Ocean Park Neighbours  
Dave Moffat, Country Woods  
Cam Taylor, Country Woods  
Bob Cheema, Hwy 99 Corridor  
Peter Aylett, Hwy 99 Corridor

**A. ADOPTION OF MINUTES**

1. It was Moved by Councillor Rasode  
Seconded by Councillor Steele  
That the minutes of the Transportation  
Committee meeting held on December 19, 2011 be received.  
Carried

**B. DELEGATIONS**

1. **128 Street/Marine Drive Traffic concerns - Nicole Nelson**  
File No. 8630-01

Nicole Nelson spoke as President of Ocean Park Neighbours to voice concerns regarding the traffic on 128 Street and Marine Drive and to request a review of the situation at this location.

The delegation made the following comments:

- Cars speed along both Marine Drive and 128 Street. This is a problem corner that has a dip, there is no cross walk and no safe area to cross the road. In spring, summer and fall the vehicular noise is intolerable.
- Safety is of concern – the proposed 4-way stop will not increase safety. The residents of the area are not in favour of a 4-way stop as this will not increase safety but will increase the noise level, slow the traffic flow and cause traffic to back up.
- The delegation has met with City staff to discuss possibilities.
- There are a high number of children in this area.
- Kwomais Park has in-house daycare and other programs for kids.
- The Community Association hosts children's events at Kwomais Park.
- The area is a 'fun zone' but is not presented as such and has no traffic calming in effect. At FunFun Park, kids play on the edge of the park.

- The community residents are in favour of enhancing the area by creating bulges and trees bulges. A button roundabout would make drivers slow down and more cautious.
- The area residents ask the City to consider leaving the corner as is, with the crosswalks currently at 148 Street and Marine Drive and leave the park entrance where it currently is.

Staff made the following comments:

- The City will discuss the concerns regarding noise pollution with the RCMP.
- The Kwomais Park entrance is being moved to the corner to bring the profile of the park up to Marine Drive, as an entry and reduce the impact to houses on the southern leg of 128 Street. This will bring more control at the intersection and reduce issues with headlights and volume for residents.

The delegation was thanked for her presentation.

## C. OUTSTANDING BUSINESS

### 1. 128 Street and Marine Drive Update

Staff made a presentation to the Committee and the following comments were made:

- Safety at the intersection of 128 Street and Marine Drive were one of a number of safety concerns identified by the Ocean Park Livability Study (OPALS). Other neighbourhood issues in the Study already responded to by the City.
- 128 Street and Marine Drive are both arterial roads.
- A public open house was held in 2008 to discuss parking, access and opportunities to improve the intersection as part of the public consultation for the development of the park. Included safety, pedestrian connections and potential for more transit users.
- Further meetings took place between Engineering staff and the Ocean Park Neighbours (OPN) in 2010 and 2011 to discuss concerns regarding noise, safety and speeds. OPN proposes traffic calming on approaches to the intersection, a crosswalk on 128 Street and a new 30 kph speed limit.
- City's proposed changes – 4-way stop and crosswalks to coordinate with new park entrance and the construction of a new sidewalk on the western side of 128 Street between Marine Drive and the Ocean Park Community Hall.
- City Policy does not permit traffic calming on arterial roads due to impact on transit and the emergency services.
- Crosswalk may be possible subject to meeting the City's crosswalk warrant. OPN requested to provide feedback to staff on pedestrian numbers.
- Speed surveys by City show 85<sup>th</sup> percentile speeds of approximately 51 kph on approaches to intersection (mandatory 50 kph speed limit) and 29 kph through the intersection (advisory 20 kph limit).
- Traffic circles or roundabouts – there are land implications at corner properties. The Committee requested that staff look at this option further.

Staff will undertake some further review of the intersection and undertake a local public meeting on proposed improvements. The delegation provided written notes on table and departed the meeting at 10:32 am.

## 2. Country Woods Update

Staff made the following comments:

- 26 Avenue and 172 Street, and Country Woods Drive are collector roads.
- 24 Avenue, 32 Avenue and Hwy 15 are arterial roads.
- Week long speed surveys undertaken at 5 locations within the neighbourhood.
- As part of the Safe and Active Schools Program for 2012-2013 year, traffic calming is planned in front of Pacific Heights Elementary School.
- 29 Avenue – speed criteria for traffic calming close to being met. There is potential for additional through traffic. Appropriate to support traffic calming
- Previous delegation to the committee identified a number of options for traffic calming in the community as follows:
  - Raised crosswalks at trail crossings - does not meet City criteria for numbers of people crossing nor traffic volumes.
  - Small traffic circles/mini roundabouts - needs minimum traffic volumes and a balanced flow - does not meet this criteria.
  - "Stop" controls - Not a traffic calming tool rather intended for intersection control. Locations identified by community do not meet warrant assessment criteria.

Dave Moffat, neighbourhood resident, voiced concerns of traffic and the need for cautionary devices to slow traffic down to 30 KMH along 26 Avenue.

Staff recommendations:

- Staff to proceed with design for traffic calming at Pacific Heights Elementary School.
- Staff to commence design and public consultation on traffic calming on 29 Avenue

Discussion ensued and the following comments were made:

- The traffic volume numbers are different than perceived by residents of the neighbourhood.
- Crosswalks were reviewed. National warrant standards apply although the City's own assessment does provide for alternative treatments and use of engineering judgment. However, no locations in the area could be supported.
- Traffic volumes for Country Wood Drive, north of Hillview Place are only 500 cars per day. Traffic volumes past Pacific Heights School are approximately 1,100 per day and reducing to 560 east of Country Woods Drive. These volumes are relatively low compared to other collector roads in the City where you would typically expect 5,000 to 8,000 cars per day and on some as much as 17,000 per day.

- The speeds on the roads are reasonable. Could post more signage for speed limits.

It was

Moved by Councillor Hunt  
Seconded by Councillor Steele

That the Transportation & Infrastructure Committee recommends that staff start community consultations regarding the installation of traffic calming on 29 Avenue.

Carried

### 3. **Hwy 99 Corridor, 164 Street: 16 Avenue to 20 Avenue**

Staff made the following comments:

- The presentation recapped the information provided at the December 19, 2011 meeting and provided further information regarding the sanitary pump station and the proposed implementation process for funding and constructing Croydon Drive.
- Recap of the alignment and levy alignment:
  - Applicant is seeking to undertake full site frontage works but only interim beyond the site.
  - There are no turning lanes and poor visibility at 20 Avenue and 164 Street, and sightline concerns at 16 Avenue and 164 Street.
  - Staff has safety and operational concerns with regard to the existing intersection at 16 Avenue and 164 Street. No traffic or geometric analysis has been provided by the applicant to date.
  - Staff believe the ultimate alignment and cross-section of 164 Street between 20 Avenue and 16 Avenue should be constructed in conjunction with the application.
  - Staff are working within MOTI on interchange designs at 16 Avenue/Hwy. 99. All concepts would conflict with existing intersection location of 164 St/16 Ave.
  - Cost estimates were provided to the Committee along with corresponding levy requirement for each of the 3 corridor sections.
- Staff are not recommending changes to the alignment or inclusion of the residential area to the cost within the benefiting area based on:
  - (1) Approval of the current alignment south of 16 Avenue was based on the Hwy 99 lands Local Area Plan (LAP) fully funding the road.
  - (2) Residential area providing its own access roads and is not dependent on 164 Street.
  - (3) This dilutes the per acre charge in DWA and thus it may be more difficult to fully recover the costs.
- Rationale for requiring applicant to front end Section 1 and 2:
  - Cost to front end only Section 1 and 2 considered a fair and reasonable compromise.
  - Land use change from Industrial to Commercial with accompanying uplift in land values
  - Hwy 99 LAP was Greenfield Development- front-end servicing costs expected due to limited existing infrastructure.

- General support to go forward from key property owners to south of Costco. Concerns exist regarding available sewer capacity.
- Current applicant may use all available interim sewer capacity and any further development would be reliant on the implementation of a new pump station and force main at a front ending cost of \$10.1 Million.
- Road costs required for the Costco application are comparable with those provided with other major developments within Grandview Corners.
- Development Works Agreement (DWA) and DCC Frontending Agreement is the preferred funding mechanism based on:
  - Most flexibility
  - Typical mechanisms used elsewhere in City

The Committee made the following comments:

- Support in principle the requirement for the applicant to implement sections 1 and 2 of the 164 Street and Croydon Drive realignment; and
- Staff to provide further clarification regarding:
  - Value and uses possible within the hydro corridor;
  - The equity of a single area-wide levy;
  - Comparison of original road costs to proposed funding model.
- Support the inclusion of land (not typical) and full road construction costs in a DWA as one overall benefitting area including Section 1, 2 and 3.
- The following further comments were made:
  - Providing the ultimate connection to 16 Avenue (arterial road) with interim improvements to the north seems acceptable;
  - City may need to help facilitate property negotiations in order to achieve the ultimate road connection.

#### 4. **Public Consultation/Liaison**

- DEFERRED TO NEXT MEETING

#### 5. **Pattullo Bridge Project Update**

Currently expected schedule:

- Public consultation (early 2012 )
- February 15-20, 2012 – First open houses
- February 23, 2012 – Review material for second set of open house
- March 19-23, 2012 – Second open houses
- April 30, 2012 – final Project Definition Report
  
- Project timeline – on completion of public consultation and confirmation of the project definition, design development commences in 2013 with construction between 2016 – 2018.
- Staff currently meeting with TransLink weekly. Input is being provided by both Surrey and New Westminster.

- Key Issues :
  - In regards to tolling; delivery of the new infrastructure assumes tolling of the bridge. TransLink has not undertaken a regional tolling study. Staff anticipates that regional tolling will be significantly behind bridge construction.
  - Connectivity - TransLink has considered a 4 lane bridge but Surrey is arguing for a minimum 6 lane crossing to adequately service the road connections on the Surrey side (i.e. Scott Road and 128 Street and the South Fraser Perimeter Road.
- Other road network improvements such as the connection of 128 Street between King George Boulevard and 108 Avenue will form part of the Pattullo Bridge replacement consultation.

## 6. Rapid Transit Update

File No. 8630-01

Staff provided the following update on the Surrey Rapid Transit Study:

- TransLink has evaluated 13 shortlisted alternatives and presented three promising alternatives at the January Steering Committee meeting.
- The three promising alternatives entailed different technologies proposed for Fraser Highway, e.g., Bus Rapid Transit, Light Rail Transit, and SkyTrain, and only Bus Rapid Transit proposed for 104 avenue and King George Boulevard.
- Surrey staff have indicated that it is unacceptable for 104 Avenue and King George Boulevard to be limited to only the Bus Rapid Transit technology. Staff have requested that the Light Rail technology be considered for all rapid transit corridors in Surrey.
- Next steps:
  - TransLink to provide market research to gauge public support on the shortlisted alternatives.
  - Study technical documentation & characterization.
  - Draft material for public engagement.
  - Public engagement for rapid transit studies.

## 7. Heritage Rail Demonstration Project Update

- DEFERRED TO NEXT MEETING

## 8. 32 Avenue Update

File No. 5400-80-0322

Staff made the following comments:

- Staff will be meeting with the Ministry of Transportation and Infrastructure staff to present the Highway 99 interchange conceptual designs.
- Truck route – TransLink has been notified of the request of the City to assess removal of 32 Avenue from the truck route network.
- TransLink have confirmed that they will undertake a technical review, network review and stakeholder consultation.

- Council had asked staff to review traffic impact assessment needs for new development in Campbell Heights, staff advised as follows:
  - Council originally approved the truck route network in December 1998 and has since added 192 Street between 16 Avenue and Hwy 10. No further changes to truck route identified in the Grandview Heights LAP.
  - 16 Avenue is a truck route but currently has no interchange to Hwy 99.
  - Broad transportation needs for Campbell Heights were identified through the Campbell Heights Local Area Plan.
  - City's Design Criteria specifies thresholds for individual developments to undertake traffic impact studies. This applies to all areas of the City including Campbell Heights. When required these studies identify more local traffic impacts and appropriate mitigation measures.
  - Staff request Committee and Council support in maintaining the threshold within the design criteria and using discretion on when to require a TIS for new development applications within Campbell Heights.
  - The Committee supported staff's recommendation
- Confirmation was provided by staff to the Committee that the overpass on 192 Street over the railway close to Colebrook Road has a 4 lane capacity.

#### **D. NEW BUSINESS**

The General Manager, Engineering advised the Committee members that Jaime Boan has been recognized by his peers for his contributions to the profession through leading edge transportation initiatives which he has led for the City of Surrey, the organization of the 2010 International ITE Conference held in Vancouver, and his active participation of the Vancouver Chapter of the Institution of Transportation Engineers (ITE). He has received the prestigious "Outstanding Professional of the Year" award from the Vancouver Chapter of the ITE in recognition of his contributions.

Jaime Boan offered that he has received this award only with the help and support of his co-workers and the General Manager.

#### **E. ITEMS REFERRED BY COUNCIL**

#### **F. CORRESPONDENCE**

#### **G. INFORMATION ITEMS**

#### **H. OTHER BUSINESS**

**I. NEXT MEETING**

The next Transportation and Infrastructure Committee will be held on Monday, February 27, 2012 at 2:00 pm in the Executive Board Meeting Room.

**J. ADJOURNMENT**

It was

Moved by Councillor Rasode  
Seconded by Councillor Hunt  
That the Transportation Committee meeting

do now adjourn.

Carried

The Transportation and Infrastructure Committee meeting adjourned at 1:00 p.m.

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Jane Sullivan, City Clerk

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Councillor Gill, Chair