

# *Transportation and Infrastructure Committee Minutes*

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**Present:**

Chair - Councillor Gill  
Councillor Hunt  
Councillor Rasode  
Councillor Steele

**Absent:****Observers:**

Jenifer Mathers  
Balwinder Jagpal  
Surjit Grewal  
Harbhajan Dial  
Paramjh Birar  
Kemir Dunn  
Adrian Burnett  
Pauline Cremin  
Mike Cremin  
Dave Deane  
Gerry Flemming  
Geoff Freer  
Ed Sanders  
Garry Dawson

**Staff Present:**

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

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**A. ADOPTION OF MINUTES**

It was

Moved by Councillor Hunt

Seconded by Councillor Rasode

That the minutes of the Transportation and  
Infrastructure Committee meeting held on March 12, 2012 be received.

Carried

**B. DELEGATIONS****1. Expanded Transit**

Jenifer Mathers provided the Committee with a presentation regarding Expanded Transit in the City of Surrey. The presentation was provided on behalf of CAW Local 3000 which represents Hospitality and Service Workers, as well as the community of Surrey.

The following comments were made:

- Union members and many other citizens of Surrey have expressed concern regarding limited transit services
- Surrey transit is often unavailable to workers commuting to and from work

The delegation requested a motion of support for increased late night bus service and increased bus service on the weekends.

The delegation was thanked for the presentation.

The following comments were made by the Committee:

- The concerns should be brought forward to TransLink, as the responsible Authority for transit service.
- The Committee is prepared to consider the sample resolution provided by the delegation after the six town hall meetings have been completed. This will be reviewed at the June TIC meeting.
- The Committee agrees with the concerns expressed by the delegation and supports a motion being put forward while remaining aware that this is a TransLink responsibility.

2. **Surrey Citizens Transportation Initiative Update** - David Walters/Steve Burke

Steve Burke provided a Power-Point presentation on Surrey CiTI (Citizens Transportation Initiative).

The following comments were made:

- Surrey CiTI is a forum for citizens to become familiar with transportation complexities, to explore transportation innovations and to contact other like-minded groups.
- Surrey CiTI is a voice to Surrey City Hall, a voice to TransLink and a voice to the province of BC.
- Surrey CiTI activities include;
  - hosted debates on transportation prior to the 2011 municipal election
  - presented initiatives to the TIC
  - participated in the Surrey/SFU Transportation Lecture Series
  - participated in many transportation forums, debates and lectures
  - regular communications with the Transportation Department
  - regular communications with Community Associations
  - host of meetings with notable guest speakers
  - active in the Save Bear Creek Park campaign (84 Avenue extension)
  - authored an analysis of 88 Avenue congestion problems and potential remedies

David Walters made the following recommendation to the Transportation and Infrastructure Committee:

CiTI would like to recommend the creation of a Citizens Transportation Advisory Committee ("CITAC"). The purpose of "CITAC" would be to provide citizen input into decisions made by Surrey's Transportation and Infrastructure Committee and the Engineering Department (Transportation).

The additional comments were provided by the delegation:

- "CITAC" would be accountable to the TIC and would provide useful assistance for developing priorities regarding transportation
- The current working Committee for Council does not have sufficient time to assess the issues in depth
- Transportation has become a number one issue for Surrey

- A non-partisan Committee such as "CITAC" would be a simple and cost effective way to explore the issues of citizens, and could help Council by being a tool to the TIC to clarify needs/desires of the citizens
- "CITAC" would focus on the Surrey Transportation Strategic Plan and would formalize a process where "CITAC" would facilitate it's own public consultation with Surrey citizens
- The public consultations by TransLink ignore many of the concerns of the residents of Surrey. Members of CiTI attended two consultations. In a meeting of 100 people, 100% supported some form of light rail transit which TransLink does not currently support
- CiTI is exploring the possibility of hosting a forum on Pattullo Bridge and inviting Surrey Council and New Westminster Council to attend
- CiTI is providing the Transportation and Infrastructure Committee the opportunity to do the right thing and create an advisory committee. TIC is a working group and receiving input from the public seems to be a waste of time. The first delegation requesting expanded transit is a prime example of why CiTI is suggesting an advisory committee. Direct public input should not be coming to the TIC

The delegation was thanked for their comments and participation.

The Committee made the following comments:

- The purpose of the current town hall meetings is to empower community associations like CiTI, at a community level
- There is a fundamental difference between a City committee and community committee. Currently, CiTI is already able to make recommendations and everything is public. It is best to continue on the road CiTI is on. If the proposed advisory committee becomes a structured City committee, it would lose its independent voice

### 3. South Fraser Perimeter Road Project Update

Geoff Freer provided a Power-Point Presentation on the South Fraser Perimeter Road Project (SFPRR).

The following comments were made:

- The Province has been working with Surrey staff since 2003 with the Gateway Program; North Fraser Perimeter Road, Port Mann/Highway 1 Project and South Fraser Perimeter Road.
- Benefits of the project include:
  - Reduced traffic through neighbourhoods
  - Improved opportunities for business growth, jobs and re-development
  - Reduced congestion/idling levels
  - Improved highway access/alternate routes
  - Landfill/contaminated site rehabilitation
  - Environmental enhancements
  - Agricultural improvements
- The Committee was provided an overview of works in Delta and Surrey

- In order to build the Tannery Road interchange, a section of South Fraser Way (future SFPR) is currently closed. There is a detour with traffic directed down Grace Road to Scott Road
- East of the Pattullo Bridge traffic that used 116 Ave is now directed down 115<sup>th</sup> Ave to Bridgeview drive
- There are many examples of environmental works undertaken to minimize the impact of the SFPR, in Surrey the most significant one is the Fraser Heights low level bridge which will protect environmentally sensitive wetlands west of 176 Street
- SFPR between 176 Street and 136 Street will be opened in December of 2012 to coincide with opening of the new Port Mann Bridge and the associated tolling. The SFPR is considered to provide a connection to the free bridge crossing (Pattullo). The entire SFPR will be opened by December, 2013
- The SFPR will significantly improve connectivity in and out of the two ports; Surrey Fraser Docks and Delta Port. All Delta Port truck traffic will be using SFPR. Traffic headed to the Tsawwassen Ferry terminal will also use the SFPR thus Highway 17 into Ladner will be primarily only local traffic. The primary access to the Surrey Fraser Dock area will be Tannery interchange. Grade separation is still planned between SFPR and Old Yale Road; however, initially it will be an at grade intersection due to complications with the Railways

The Committee made the following comments:

- The Committee questioned why a truck driver would take SFPR instead of the routes they take now. SFPR staff replied it will be easier for people who now go down 104 Avenue and get lost trying to make their way to use Highway 99. It will be easier and faster to use SFPR rather than using municipal streets. Traffic using Highway 1 and 15 will have choices to all the crossings such as Pattullo Bridge and George Massey. To go from Highway 1 to the ferry terminal via the SFPR will take 25 minutes. It is anticipated that a lot of people will use it, particularly trucks. Trucks are a big focus and it will be the route of choice for trucks due to fewer intersections and shorter travel times
- The Committee stated there will be no need for SFPR construction truck traffic to go through neighbourhoods in South Surrey along 32 Ave as they have completed their extraction of gravel and sand from the Surrey pits

#### **Port Mann/Highway 1 Improvement Project Update – Garry Dawson**

Garry Dawson provided a Power-Point Presentation on the Port Mann/Highway 1 Project.

The following comments were made:

- Planning for the Gateway Program has taken place since 2003. The project goals are as follows;
  - Improving the movement of people, goods and transit;
  - Reducing travel times and increasing predictability;
  - Reducing congestion;
  - Improving connections within and between communities;
  - Increase transportation choice;

- Improving safety for vehicle operators and passengers, cyclists, and pedestrians.
- One of the biggest challenges was how traffic was going to be managed with minimal disruption. The job of keeping traffic flowing was well done
- Highway 1 is being widened to accommodate the new 10 lane bridge which will allow for 2 dedicated lanes for traffic traveling between Coquitlam and Surrey and 3 lanes for traffic continuing on Highway 1. This will include HOV lanes
- The bridge will improve cycling and pedestrian access throughout the corridor
- The target date for the bridge to open with lanes working and functioning through the off ramps, is December, 2012. Minor work will continue into 2013 with final completion and removal of the old bridge in December, 2014
- A lot of the work between the Capehorn interchange and 160 Street interchange is completed
- The temporary left side exit to the off ramp at the 152nd interchange has now flipped back to the original right side exit
- The Barnston Drive overpass is now open to traffic
- Structures at interchanges are being completed with some being partially or fully operational
- One of the challenges is the environmentally sensitive areas. At the 160 interchange new larger culverts will be put in place to make it friendly for wildlife and fish.
- Rapid transit will be introduced on the corridor with a new Park and Ride at 202 Street and a new transit exchange for buses to enter the highway. The RapidBus is estimated to take 25 minutes to go from Langley to Burnaby
- Intelligent Transportation Systems will Improve safety and reliability on the PMH1 corridor, including:
  - Electronic tolling using special stickers on windshields, and
  - Cameras and variable message signs
- The Province recognizes Surrey has interest in upgrading the 192 Street Interchange. Although it is not part of the current design build contract TI Corp is committed to delivering this interchange and will be working with City staff on this
- Another construction challenge is the Golden Ears Connector. Design work is continuing on this and construction will occur over the next few years
- The project will be providing a corridor for a multi-use path that will extend from Pattullo Bridge to Golden Ears Way
- The Committee questioned the elevation of the SFPR in Bridgeview (around 136 Street) and the impact of potential flooding due to the break it causes in the dyke. Staff replied that the issue has been resolved

## C. OUTSTANDING BUSINESS

The agenda was revised with Pattullo Bridge Update being provided first.

### 1. Pattullo Bridge Update

Paul Lee, Rapid Transit and Strategic Projects Manager provided a Power-Point presentation to the Committee.

The following comments were made:

- TransLink completed public consultations with stakeholders and the community in February, 2012.
- On April 25, the City is planning to undertake a public open house in Bridgeview for the community residents and businesses. This will provide the opportunity to explain the proposed 124 Street alignment situation in more detail and ensure the concerns and feedback of stakeholders and the public will be provided to TransLink. The Committee discussed the April 25 date and recommended it be deferred by one week to May 2.
- In early May, TransLink will be announcing a preferred alternative; staff understand it is an upstream Bridge Alignment and a 6 lane cross-section.
- The time frame for delivery of the project is 2018 with consultations being completed this year (2012). Construction will take approximately 2 years.
- TransLink is still indicating that the method of funding for the bridge will be a toll. The widening of Highway 1 and the new Port Mann Bridge were supported by Surrey but on the understanding that the next river crossing project would be looked at in the context of regional tolling. No progress has been made on regional tolling by the Province.

2. **32 Avenue Diversion**  
**File No. 5400-80-03200**

Amer Afridi, City Traffic Operations Engineer, provided a Power-Point presentation on Improvements to 152 Street, 32 Avenue Diversion and Highway 99 Interchange.

The following comments were made:

- Proposed improvements to 152 Street, 32 Avenue Diversion and Highway Interchange include:
  - an additional westbound through lane on 32 Ave
  - dual left turn lane westbound at 152 St
  - an improved bus stop location (32 Avenue diversion)
  - providing a new pedestrian crosswalk (32 Avenue diversion)
  - new bike lanes (32 Avenue diversion)
  - dual right turn lanes from 32 Ave to Highway 99
  - introducing two left turn lanes for the Highway 99 off ramp to increase the capacity of the interchange and increasing the storage length thereby avoiding traffic backing up onto Highway 99
- An open house was held at the White Rock Christian Academy on March 28. It was attended by 50 residents of which 26 completed comments sheets:
  - 12 were in support
  - 7 opposed
  - 7 were neutral/conditional or partial support
- The majority of requests and comments pertained to:
  - Constructing interchanges at 16th Avenue and/or 24 Avenue – on 70% of sheets
  - Removing the truck traffic from 32 Avenue – on 35% of sheets

**Next Steps:**

- Continue to work toward implementing interchanges at 16 Avenue and 24 Avenue
- Continue to provide input to TransLink on their assessment of 32 Avenue as a truck route
- Complete detailed design of the 32 Avenue/152 Street/Highway 99 Interchange project by the end of this year with a view to construction taking place in 2013.

**3. Rapid Transit Update  
File no. 8630-01**

A Power-Point presentation was provided to the Committee on Surrey's Response to TransLink's *Surrey Rapid Transit Alternative Analysis*.

The following comments were made:

- Surrey has remained consistent and clear to TransLink with its vision to have LRT on all three corridors:
  - City Centre to Guildford, along 104 Avenue with a connection to Highway 1
  - City Centre to Newton, along KGB
  - City Centre to Langley, passing through Fleetwood along Fraser Highway
- The Mayor's website on LRT in Surrey has been launched. The website has resulted in 150 comments/inquiries to date. Staff responded to each inquiry.
- Some of the issues with TransLink's findings are as follows:
  - Inability to meet forecasted demand, or demand beyond 2041 on TransLink's preferred technology.
  - Regional mode share targets missed
  - Land use shaping role undervalued. Surrey has stated that more emphasis must be placed on land use shaping in the assessment process.
  - Energy costs are assumed to be stagnant over the 30 years. In 30 years, energy costs will be higher, especially diesel. Use of demand management not exploited such as application of parking charges and regional tolling.
  - Park & Ride not considered
- Staff noted that Surrey will continue to seek the inclusion of LRT on the three corridors in the short list of alternatives. It is hoped that through Surrey's participation in Phase 3 of the Study the LRT vision will be validated
- The Committee stated that although it is important to participate in TransLink's study, unless TransLink keeps the option open of Surrey's aspiration of LRT, Surrey may need to look at reconsidering its participation in the study and facilitate its own study
- The Committee questioned if the consultations with the community such as the townhall meetings are similar to TransLink's consultations. Staff stated that the townhall sessions generate expectations from residents who present their complaints regarding the lack of services or requests for more after hour bus services etc. TransLink's consultations are more orchestrated and targeted
- The Committee noted that LRT is not the only option, but it does not make sense to discard it completely
- It was noted that the general public believe Surrey is not doing enough and recommended that staff communicate differently with citizens through the

webpage. The Committee stated that the number one issue from the general public in townhall meetings has been the LRT in Surrey

**Next Steps:**

- Continue to provide updates to the Committee

**D. NEW BUSINESS**

**1. Cycling Plan**

A Power-Point presentation was provided on Surrey's Upcoming Cycling Plan.

The following comments were made:

- The Cycling plan aligns with the 3 Pillars of Sustainability from the Sustainability Charter
- The 6 Principles within the TSP also link to the cycling plan
- In the summer of 2009, there was a joint consultation for the Walking Plan and the Cycling Plan with the public and key stakeholders
- The draft Cycling Plan was completed in the Winter 2010/2011 with follow-up consultation with key stakeholders and internal advisors
- In January, 2011, the Walking Plan was adopted and work started on the Greenways Plan and will continue to May/June, 2012
- In December, 2011, there was a joint Open House for the Cycling Plan and Greenways Plan. Extensive consultation was done for both plans

Feedback from the consultation included:

**What would help me cycle more in Surrey?**

Responses:

- Bike lanes with greater separation from traffic (88%)
- More off-road paths and greenways (85%)
- Bike routes on local streets (75%)
- More painted bike lanes (73%)
- More walkways (connecting cul-de-sacs and streets) (68%)
- Clearer pavement markings and signage at intersections (65%)

The Format of the Plan is similar to the Walking Plan with four key areas:

- "Cycling Matters" – Cycling Activity and Facilities
- "Developing the Plan" – How Consultation shaped the Plan, Policy Integration and Policy and Objectives
- "Shifting Focus" – Making Connections, Providing Door to Door service

Monitoring and Targets:

Four Principles of the Cycling Plan (Note: there are several actions for each principle and examples from each were presented):

1. **Making Connections – Expand and improve the on and off street cycling network** (22 actions for Change)
  - Develop a finer and more complete network of on and off street cycling routes
  - Promote integration of City policies and practices to identify and deliver City-wide shared priorities
2. **Providing Door to Door Service – Increase the availability, quality variety of end-of-trip facilities** (14 Actions for Change)
  - Ensure there is more provision of public bike parking at popular destinations
  - Increase bike end-of-trip support at transit facilities
3. **Managing and Maintaining the Network – Keep the network safe, visible and in optimum condition** (21 Actions for Change)
  - Install adequate signage and pavement markings for bike routes
  - Provide special treatment for cyclists at vulnerable locations
4. **Promoting Cycling – Promote safe cycling as a healthy, fun and sustainable way to travel** (17 Actions for Change)
  - Provide educational resources and information to support efficient, safe and enjoyable cycling
  - Encourage safe behavior and mutual respect among drivers, pedestrians and cyclists

#### Next Steps:

- Final reviews in May 2012
- Report and presentation to Council in June/July 2012 with new Cycling Plan and promotional video.

#### 2. **Scott Road at 70 Ave and 86 Ave (Delta Road Issues)**

P. Bellefontaine, Transportation Planning Manager provided a Power-Point presentation to the Committee regarding Delta Road Issues - 70 Avenue – 122 Street Connector and 86 Avenue & 120 Street Intersection Signal.

The following comments were made:

- Delta staff indicated that there would be potential for resident and Council concerns over the planned projects.
- **70 & 122 Street Connector:**
  - A connector would provide access for future expansion at the Temple and School facility
  - Improves connectivity and circulation for Cougar Creek Neighbourhood to 120 Street
  - Increase ease for access to Scottsdale Mall
  - Consistent with Transportation Strategic Plan objectives
  - Reduce reliance on 72 Avenue and 120 Street intersection

- Delta residents have concerns over shortcutting "Surrey" traffic on Nicholson Road (Collector Road) north and south
- Development Application providing west half of 70 Avenue (7906-0376) was referred to Delta and no concerns were indicated at that time (Planning Report, June 21, 2010)
- Application now requires Delta approval before it can proceed for Final Adoption
- There are some detailed concerns Delta has advised Surrey of regarding changes to access
- A new Southbound left-turn bay for 70 Avenue will shorten the existing left turn into the McDonald's side

Staff recommended that Engineering notify Delta Mayor & Staff about the impending project.

- **86 & 120 Street Intersection Signal:**

- There is an existing Pedestrian Signal in place
- Location provides important access to industrial lands on 86 Avenue east of 120 Street
- Conversion to full signal is warranted and is #1 priority for Surrey based on the number of collisions. The intersection averages 36 collisions per year (14 causing injury) since 2007
- ICBC is willing to provide funding for signal to improve safety.
- Traffic Safety Advisory Committee (TSAC) support the signal
- Delta Council oppose a Full Movement Signal
- Closing 86 Avenue or restricting movements on Delta side could resolve their concerns

Councillor Gill left the meeting at 4:34 pm. Councillor Hunt resumed as Chair.

Staff recommended that the Surrey Mayor write to the Delta Mayor and Council about the project and the need to address safety of the intersection. Staff is also willing to make a presentation to Delta Mayor & Council regarding the intersection. If unsuccessful, an application will be made to the Province for Municipal Affairs Resolution.

**E. ITEMS REFERRED BY COUNCIL**

**F. CORRESPONDENCE**

**G. INFORMATION**

Sinisa Petrovic, Manager of Traffic Operations, provided an update to the Committee on Corporate Report 043: Approval of Agreement with Transport Canada for Funding and Award of Contract for the Development of an Adaptive Traffic Signal Control System – Project No. 2011-01.

The following comments were made:

- The joint venture is with Delcan, the City of Surrey and Transport Canada. Transport Canada will cover 50% of the entire cost (\$250, 000)
- ATSC is a technique that makes small but frequent adjustments to traffic signal timings in response to real time traffic flows within a road network. This is very new and innovative technology.
- The project will be implemented on 72 Avenue between 122 Street and 134 Street This route was chosen because:
  - Designated truck route with relatively high truck volume
  - Subject to variable traffic flows (increases potential of significant time savings)
  - Alternate route in the event of an incident on a provincial highway
  - Includes 7-10 closely spaced signalized intersections
  - Communication to/from Traffic Management Centre easily achieved
- Staff explained that detectors will detect traffic volume and send information to a central processor at City Hall, and then the computer software automatically determines the optimum signal timing plan based on the real time traffic flow. The optimized signal timing data is then sent back to the traffic signal controller and implemented. Every signal is communicating to each other
- Staff noted that implementation is planned for the end of May and in June staff will complete testing with a 10% expected improvement in travel time. With improved coordination, the number of rear-end accidents will also be decreased

**H. OTHER BUSINESS**

**I. NEXT MEETING DATE**

The next Transportation and Infrastructure Committee will be held on Monday, May 14, 2012 at 2:00 pm in the Executive Boardroom.

**J. ADJOURNMENT**

It was Moved by Councillor Steele  
Seconded by Councillor Rasode  
That the Transportation and Infrastructure  
 Committee meeting do now adjourn.

Carried

The Transportation and Infrastructure Committee meeting adjourned 5:00 at p.m.

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Jane Sullivan, City Clerk

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Councillor Gill, Chair