

Transportation and Infrastructure Committee Minutes

Present:

Chair - Councillor Gill
Councillor Hunt
Councillor Rasode
Seniors Liaison: Councillor Steele

Absent:**Staff Present:**

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

A. ADOPTION OF MINUTES

1. Minutes of the June 18, 2012 meeting to be adopted.

It was

Moved by Councillor Rasode

Seconded by Councillor Gill

That the minutes of the Transportation and

Infrastructure Committee meeting held on June 18, 2012 be received.

Carried

B. DELEGATIONS

1. **TransLink**

Bob Paddon, Executive Vice President, Strategic Planning and Public Affairs, provided an update on TransLink's governance and financial status.

The overview consisted of the challenges TransLink is facing, including key factors impacting revenue, the on-going effort to improve on service efficiencies and a status update of Moving Forward Supplement.

A summary of existing TransLink revenue sources was presented including various taxation and user revenue. Vehicle levy and area benefiting tax, both available for TransLink's use through existing legislation, have not been enacted as revenue sources.

The presentation also highlighted recent TransLink investments in the south of Fraser on transit services, infrastructure projects, Frequent Transit Network and facility projects.

The following comments were made:

- Fuel taxes, a significant revenue source is in decline to the extent that in the next three years, fuel tax revenue will be approximately \$120 million lower than the current forecast.
- Revenue assumptions of the Moving Forward Plan are no longer valid. TransLink will return in the fall for consultation on a new strategic plan that will prioritize investments within revenues available. Priority projects will not proceed without establishing how they will be funded.

- The Commissioner has declined a transit fare increase which has an impact of \$15 million dollars on TransLink's revenue and Fuel tax revenues will be down by \$35 million.
- Auditors will complete the TransLink's audit report by August. TransLink is hopeful for a quick release of the report to see the impact of revenue sources.
- The on-going service optimization and corporate efficiency gains will contribute \$84 million into the current three-year financial plan.

The Committee made the following comments:

- It was questioned if there would be a significant increase to ridership if fares were lowered. The delegation responded that ridership is responsive to fare changes given the current demand elasticity of every 10% the fare is raised 2% in ridership is lost.
- East Clayton should have a community shuttle. Traffic and parking issues have arisen as the area densifies. Placing service improvement on hold to East Clayton is unacceptable.
- One of the biggest challenges in this region is the late evening system. Workers at the end of a nightshift are unable to get home by taking transit. A three (3) zone fare is very costly as well.

The delegation thanked City staff that TransLink has been working closely with.

2. Mike Bola

Mike Bola provided a presentation regarding Left Turn Access from 64 Avenue to either subdivision at 173A Street or 174A Street.

The following comments were made:

- Residents are experiencing difficulties accessing their homes at the subdivisions located at 173A Street and 174A Street. There is no access to the homes from 64 Avenue. Drivers are currently making illegal U-turns to get to their homes.
- Residents have made past requests to the City for left turn access and it has been 10 years since the development of 174A Street subdivision and residents are still requesting the City connect the roads.
- The consensus from residents polled was preference for a left turn at 174A instead of 173A since it is further away from the street lights at 172 Street.

Staff made the following comments:

- This neighbourhood is relatively small and the best location for a left turn to avoid any backtracking is 172 St, which also has the advantage of being signalized. The City and original developer agreed that left turn access would be only from 172 St. This allowed more landscaped median on 64 Ave with the improvement project the City undertook.
- The request for left turn access from 64 Avenue to 173A Street or 174A Street was brought forward to the City two years ago. At that time, the decision was made to continue with the original plan of left turn access only from 172 St. This decision is primarily based on the fact that the issue is an interim situation and with further development all homes will have left turn access from 172 St.

Staff will provide an updated report at the next Committee meeting.

C. OUTSTANDING BUSINESS**1. 32 Avenue Update
File No. 5400-80-03200**

The Manager of Transportation provided an update on 32 Avenue:

- TransLink has convened a multi-stakeholder roundtable with residents and the BC Trucking Association.
- TransLink and staff are preparing a draft report for the review by their senior executives.

2. Pattullo Bridge Update

The Manager of Rapid Transit and Strategic Projects provided an update on the Pattullo Bridge Project.

The following comments were made:

- In early July, staff met with TransLink representatives to review the current situation. Taking into consideration New Westminister's current master plan and desire to have thorough consultation, TransLink will re-acquaint New Westminister staff with the previous work that had been completed.

The Committee made the following comments:

- It was questioned how many years the review has been happening. Staff replied that the project has been active since 2005/2006 with a substantial body of technical work completed. Consultation with Surrey and New Westminister residents and stakeholders took place in early 2012.
- A few years ago when the North Fraser Perimeter Road (NFPR) was an active element of the regional plan, New Westminister wanted it constructed ahead of the SFPR. New Westminister also wanted an extensive interchange constructed on Highway 1 to connect to the NFPR. Now it appears that New Westminister is unsure of the Pattullo Bridge project.
- It should be on record that Surrey has never proposed an 8-lane crossing for the replacement of the Pattullo Bridge.
- There is an understanding that the region adopted the 6-lane bridge plan. The project is now being halted and now Surrey will have to re-engage and re-consult.
- TransLink noted that the facility is aging and there is a seismic risk and scouring of the footing.

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

The Manager of Rapid Transit and Strategic Projects provided an update on Rapid Transit in Surrey.

The following comments were made:

- The study started in late 2010 with Phase 1 completed and Phase 2 near completion.

Staff has had significant involvement and has provided extensive comments on the study.

- It appears now the timeline to finish the final Phase of the study is late 2013 or early 2014.
This delay is due mainly to Translink's intent to integrate the study with the development of the Regional Transportation Strategy.
- The City has concerns with the suitability of implementing BRT and is taking initiative to prepare an LRT case. There will be further presentation to the Committee in the fall.

D. NEW BUSINESS

1. 192 Street (66-73) Road Closure/Construction Staging Plan

Victor Jhingan from Engineering provided a presentation on the 192 Street (66-73 Avenue) Road Closure/Construction Staging Plan.

The following comments were made:

- The Staging Plan is an alternative construction approach to minimize construction disturbances. The project will be constructed in two phases starting next week with completion scheduled for April of 2013.
- 192 Street currently operates with one lane in each direction. One of the challenges is uncontrolled boulevard parking between 68 Avenue and 70 Avenue.
- An Open House was held last summer and a key concern was parking. Staff were aware that parking on the boulevard was desired and thus planned to enable some to be maintained during construction and to allow curb lane parking with the completed project for a period of time.
- Stage 1 includes widening of 192 Street between 66 Avenue and 72 Avenue to be completed by December 14. 192 Street is to be closed between 66 Avenue and 72 Avenue from July 23 to December 14, except for local residents and a detour route provided with east/west movements along 68 Avenue, 70 Avenue, and 72 Avenue to be maintained. The balance of work is to be done in Stage 2 with completion of the project early in the new year.
- The contract stipulates penalties such as deductions if the contractor misses the established timelines.
- Benefits of Staging Construction and Implementing a Temporary Road Closure are:
 - Residents are provided with parking a lot sooner
 - The construction time is reduced from 170 to 130 working days
 - Contractors efficiency is maximized which translates into a savings of approximately \$400,000.
 - On-street parking is maintained during construction & provides a completed interim parking a lot sooner
 - Road network provides adequate detour routing
 - Decreases congestion, idling levels, and commuter frustration (compared to single lane alternating traffic)
 - Improves safety for workers and the general public

The Committee made the following comments:

- A concern often raised with Council is the treatment of residents during construction.

Employees of contract companies need to exercise patience and respect with residents. Staff noted that in the last few years there have been more full road closures and it seems there is less frustration than with a partial closure. Also, there has been an increased review and monitoring of required Traffic Management Plans.

- Staff noted that it is always a balance of trying not to inconvenience the motorists as well as the residents in the area during construction. When construction is avoided during peak hours it limits work hours making it inefficient and more costly.

2. South Surrey Park n' Ride Update

The Manager, Rapid Transit & Strategic Projects provided an update to the Committee on the South Surrey Park n' Ride.

The following comments were made:

- The South Surrey Park n' Ride was constructed by TransLink in 2006 on provincial land. This land was provided at no cost to TransLink.
- In 2010, TransLink recognized the overcrowding at the lot and in the summer of 2011, staff worked with TransLink to adjust the layout of the parking lot enabling 60 more stalls.
- The current capacity at the park n' ride is 486 stalls.
- TransLink commissioned a study in 2010 to look at expanding the Park n' Ride area to the west to double the current supply. The cost of construction would be approximately \$3 million dollars.
- Recently, TransLink identified and contacted Grace Point Church (located at 34 Avenue and King George Boulevard) as an overflow site. Pending outcome of negotiations, an application for a Temporary Use Permit (TUP) will be made for the overflow parking in the fall.

3. Major Road Network (MRN) Funding

The Manager of Rapid Transit & Strategic Projects provided an update to the Committee on MRN Funding.

The following comments were made:

- TransLink has initiated changes to the funding policy for MRN and bicycle facility improvements. As well, changes are being made to properly fund the Operations, Maintenance and Rehabilitation (OMR) of MRN roads.
- The new funding policy will be based on updated regional population and employment forecasts and the rate of growth of the municipalities. Flexibility was introduced by allowing the integration of MRN and bicycle funding. Minor capital improvements of MRN and bicycle facility upgrade will continue to be funded 50/50 with TransLink.
- TransLink has agreed to increase the per lane-kilometre OMR funding from \$14,600 to \$19,100. However, as there is no overall increase to the total MRN-OMR funding block, the OMR increase was taken from the MRN minor capital and bicycle upgrade funds. To ameliorate the situation, TransLink has agreed to allow a limited transfer of OMR funding back to the MRN and bicycle improvements.

Staff will update the Committee on the further development of MRN funding, but there is a need for additional TransLink funding for the MRN. It is particularly important for young,

growing cities like Surrey who still need to complete considerable MRN road and cycling infrastructure.

4. 2013 Transit Optimization

This item was deferred to the September, 2012 Committee meeting.

5. Speeds on o Avenue, 17000 Block

This item was deferred to the September, 2012 Committee meeting.

E. ITEMS REFERRED BY COUNCIL

F. CORRESPONDENCE

G. INFORMATION ITEMS

H. OTHER BUSINESS

Bike Lanes in Surrey

- Staff will continue to work on the new ideas and inspiration presented in the recent Velocity conference.
- The Committee commented that there is currently not much curbside access on either side of University Boulevard and the City should give consideration to utilizing the curb lanes for parking and bike lanes on both sides of the street before development and demand intensify in the area.

I. NEXT MEETING

The next Transportation and Infrastructure Committee will be held on **Monday, September 17, 2012** in the Executive Boardroom.

J. ADJOURNMENT

It was

Moved by Councillor Hunt
 Seconded by Councillor Rasode
 That the Transportation and Infrastructure

Committee meeting do now adjourn.

Carried

The Transportation and Infrastructure Committee meeting adjourned at 3:05 p.m.

Jane Sullivan, City Clerk

Councillor Gill Chair