
Present:

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

Absent:**Staff Present:**

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

Guests:

Michel Touzard
Steve Burke
David Walters

A. ADOPTION OF MINUTES

1. Minutes of the October 15, 2012 meeting to be adopted.

It was

Moved by Councillor Steele

Seconded by Councillor Hunt

That the minutes of the Transportation and
Infrastructure Committee meeting held on October 15, 2012 be received.

Carried

B. DELEGATIONS

1. **S. Burke, Surrey Citizens Transportation Initiative**

Steve Burke, Surrey Citizens Transportation Initiative provided the Committee information on an upcoming rally, "Support of Public Transportation in Surrey".

The delegation is seeking support and advice from the City with regards to the rally and are also requesting access to a key contact person at City Hall who would be able to assist with the logistical planning of the rally.

The delegation made the additional comments:

- The rally is a non-partisan event hosted by a citizen based group, to be held in late February.
- CiTI has held a couple of planning meetings and would like the rally to be close to a skytrain where there are a large number of transit users. A march from Holland Park to Surrey Central station was suggested.
- Transit fare increases and service cutbacks will motivate people to attend the rally. Kwantlen and SFU students, BIA, Chamber of Commerce, service industry workers, seniors' groups, CAW 111 Union are some of the groups that Surrey CiTI will be seeking support from.

- Lots of media coverage is anticipated with a few prominent speakers being invited such as Mayor Watts, Coast Mountain Bus Company representatives and public transportation advocates.
- Staff suggested that the rally take place earlier in February because a deadline has been set for the end of February for an agreement on a long-term funding mode.

The Committee made the following comments:

- It was suggested that a series of releases on the issues be sent out starting in January to build momentum leading up to the event in February.
- A positive approach should be taken and the event properly marketed with the message of "what Surrey needs" emphasized.
- It was suggested that the rally board the skytrain at one stop and get off at the next station.
- In consideration of the weather, it was suggested the rally be hosted indoors. The North Surrey Recreation Centre is close to the skytrain station.

The delegation was thanked for their presentation.

The agenda was varied.

City of Surrey Parking Manager – Dave Harkness

Dave Harkness was introduced as the new Parking Services Manager for the City and is responsible for all aspects of parking. He will be developing a strategy for parking services throughout Surrey. Dave has an extensive parking background working in the private sector.

C. OUTSTANDING BUSINESS

1. 32 Avenue Update File No. 5400-80-03200

The Manager of Transportation provided an update on 32 Avenue.

Staff made the following comments:

- A fairly recent traffic count was completed on 32 Avenue. The number of trucks dropped to 500 a day (2% of total traffic) which is relatively low compared to other truck routes in the City.
- The City continues to receive some letters and e-mails of concern from residents. A protest was held on November 17 with several dozen residents in attendance.
- On Dec. 7, a summary report of the assessment TransLink staff have undertaken on the 32 Ave truck route will go to their Board.

- Metro Vancouver is doing a review on, “Reducing Exposure to Traffic Emissions”. Staff is participating in this study. It was noted that the report is expected to indicate mitigation strategies. Staff expect that it will highlight the need for Provincial or Federal action on reducing diesel emissions from trucks.
- Staff expect the 16 Avenue interchange will result in further truck traffic reductions on 32 Avenue. 90% detailed drawings have been received to review. The project is moving forward quickly with tender planned for December and construction in 2013.
- The committee asked about the status of 164 Street. Staff responded that the City and Ministry had safety concerns with maintaining the existing connection to 16 Avenue due to its proximity to the interchange. As a result, the Ministry commissioned a safety audit which has concluded that due to the safety issues it should not connect to 16 Avenue at this location. Staff noted that it has always been clear that there was a chance that 164 Street had to be closed if the interchange were built before development and the road realignment. Council approved the road layout for that area but at time didn't know when the interchange would be built.
- The application for Target went through Council and received third reading. A servicing agreement is being drafted and property owners are being approached for a Development Works Agreement to enable the applicant to front end the pump station costs and recover monies from the owners as they develop. The City has committed to do the design for the pump and forcemain. Completion of these works is key to enabling development of the Hwy 99 corridor and Grandview area.
- Comments were made that the ideal situation would be to build the road and sewer and that irrespective of the current 164 St access, the new interchange will make the lands more valuable for development.

2. Pattullo Bridge Update

The Manager of Rapid Transit and Strategic Projects provided an update on the Pattullo Bridge Project. Staff made the following comments:

- TransLink will be taking a step back to undertake a strategic review that reassesses needs and all options. A reporting structure has been established with a Steering Committee, Technical Committee and Technical Advisory Sub-Committee of MRTAC. Murray Dinwoodie and Vince Lalonde are members of the Steering Committee.
- New Westminster feels their road network is at capacity and thus do not want to see an increase in bridge capacity. Surrey believes that there is significant growth to occur in both municipalities and the need to connect the SFPR to the bridge and as such a new facility that will last at least 75 years with good pedestrian and cyclist provision and 6 vehicular lanes is important. Surrey also believes that there is sufficient laning and dispersion to multiple road links on either side of the river.

- The strategic review schedule is as follows:
 - A. Project start-up (Fall 2012)
 - B. Problem identification and needs analysis (Nov. 2012)
 - C. Evaluation Framework (Dec. 2012)
 - D. Long list of alternatives and initial screening (Jan. 2013)
 - E. Short list of alternatives (April 2013)
 - F. Community consultation and final report (Aug. 2013)
- TransLink just added \$150 million capital cash flow for bridge deck and seismic upgrades in 2016/2017. Surrey questions the merit in spending this money on a bridge that will soon be replaced.
- Staff were asked to report back on how much has been spent on studies over the past 5 years.
- The Committee generally endorsed the draft letter to the Minister of Transportation and Infrastructure regarding the Provinces role and timely completion of the TransLink Pattullo Bridge review but wanted to add the City's concerns about TransLink adding the \$150 M for rehabilitation of the Pattullo Bridge into the 2013 Base Plan.
- On December 7, a Council to Council meeting with Surrey and New Westminster is scheduled.

3. **Rapid Transit Update**

File No. 8630-01

The Manager of Rapid Transit & Strategic Projects provided an update on Rapid Transit. The following comments were made:

- The LRT Communications and Advocacy Plan are close to being finalized.
- As the communications and advocacy rolls out, further technical work will be undertaken. Ultimately, to move forward with LRT, a business case will be required.
- Staff is drafting a response back to TransLink on the final findings for Phase 2.
- On October 18, the Mayors' made very specific requests from TransLink by way of resolution. No liquidation of capital assets to fund operations, no inclusion of the time-limited property tax and no service reductions for transit routes is a few of the requests. A deadline of February 28 has been set for Mayors and the province to a new funding model. If an agreement is not made, the Mayors' Council will request the province to submit a new supplement.

2013 TransLink Service Optimization

- TransLink's effort to optimize bus service began in 2010 with the stated objective of improving service efficiency by 2%. Service optimization has subsequently been integrated into Moving Forward, the 2012 Supplement and now becoming a part of the 2013 Base Plan.

- Previous optimizations involved minor changes to the various sub-regional bus services and the information was disseminated through communication with staff or through MRTAC presentations.
- For the current round of service optimization, public consultation in Surrey will be held on Wednesday, November 26 between 4 PM and 7:30 PM at the Surrey City Central Library.
- Service refinement for the following four bus routes are proposed for implementation in mid to late-2013:
 - **Route #312** – connects Scott Road Skytrain Station with Strawberry Hill Shopping Centre. Currently there is a detour around the shopping mall and the detour will be removed as it is confusing. All services on 72 Avenue will remain. Staff support the proposed refinement.
 - **Route #332 and #335** – Services between Surrey Central, Newton and Guildford. The routes will be combined to increase service coverage area. #335 will be connected to the King George Boulevard B-Line at the Newton Exchange. Other benefits will include improved connection between Fleetwood and Newton Town Centre, improved network access for residents on 72 Avenue, and increased potential directional ridership during off-peak periods. Staff support the proposed refinement.
 - **Route #314 – River Road** – removal of the low-performing River Road portion of the route will reduce duplication of service already provide by #640. Current service is difficult to understand with a number of different route patterns throughout the day. Staff support the refinement.
 - **Route #502** – Service on Fraser Highway between Surrey Central and Langley Centre. This 15 minute or better frequency service has every second or fourth trip (depending on time of day) going to Aldergrove. As this service is oversubscribed, riders are getting passed by, resulting in particularly long wait for some Aldergrove residents. The refinement will introduce the new #503 express service from Surrey City Centre to Langley/Aldergrove with the existing #502 local service truncating at Langley Centre. The #503 express service is non-stop to Langley Centre, then stops between Langley and Aldergrove. Surrey residents will not benefit from the proposed express service. As a result of the refinement, Surrey will have less frequent local service on Fraser Highway. Staff does not support the proposed refinement and will be in discussion with TransLink to review alternatives.

The agenda was varied.

D. NEW BUSINESS

5. Golden Ears Bridge Update

The Manager of Rapid Transit & Strategic Projects provided an update on the Golden Ears Bridge which was opened in 2009.

The update included the revenue and expenditures for the bridge. The actual cost was \$808 million. The financing was done through a Public Private Partnership (P3).

The Committee made the following comments:

- The cost to implement and operate tolling/road pricing varies widely depending on the agreement and technology. The simplest and cheapest form is a vehicle levy charge. Gas tax revenue is declining.
- It is expected that road pricing would take 5-10 years to develop, though once a system is approved it can be implemented within 1 year.

Project Status:

- TransLink's operating budget and range of services is affected by toll revenue as they have a contractual obligation for payments to the concessionaire.
- Over-estimation of toll forecasts resulted in revenue shortfall
- The impact of a tolled Port Mann crossing on GEB is uncertain
- Further monitoring and adjustments are required and will tie into the road pricing discussion.

6. Heritage Rail Demonstration Project Update

The Manager of Rapid Transit & Strategic Projects provided an update on the Heritage Rail Demonstration Project.

Staff made the following comments:

- The project is moving along really well. The replica station (Cloverdale Station) will be in place by next year and will have water service and a sanitary connection. The location of the station is at the foot of 176A and Highway 10 and will have parking available.
- The car barn has no public access. All access is through the replica station.
- All agreements are complete which include the Operating Agreement, Lease Agreement and Access Agreement.
- Opening day will be Victoria Day, 2013 and operating to Labour Day.

1. 174 Street / 64 Avenue Left Turn Request (Mike Bola)

The Manager of Transportation provided a review of the 174 Street/64 Avenue Left Turn Request.

This request was previously reviewed at the July TIC meeting. The Committee supported maintaining current restrictions at the time. Full access to 64 Avenue at signal of 172 Street was planned with completion of development. Right-in and right-out access was available to 64 Avenue in the interim. There is a mature, landscaped median in place that would be impacted.

Staff made following additional comments:

- There is a current development application of 17339 64 Avenue into 6 RF-12 Lots. It will provide a connection of 64A Avenue and a lane between 173A and 174A Street. A PLA was issued in October, 2011.
- The final remaining undeveloped property is between 172 Street and 173A Street. There is no current application for that property which is the only remaining impediment to access on 172 Street.
- Full movement access will be available at 172 Street and traffic volumes are not high enough to necessitate a second left turn entry point for this small residential area. All homeowners bought with the current access conditions in place but knowing that access would improve in the future.
- Considerable monies have been spent creating the landscaped median on this section of 64 Avenue. (Approximately \$11, 000). The median has high aesthetic value. A minimum of 75 m would have to be removed to create the left turn. Creating a left turn lane would also require relocating the median street lights on 64 Avenue resulting in a total cost of \$45, 000.
- Staff provided two options for the Committee's consideration:

Option 1:

Wait for future development

Option 2:

City to work with property owner of 17267 64 Avenue with offer to build road connection if able to obtain Statutory Right-of-Way to connect 64A Avenue to 172 Street signal.

The Committee accepted the recommendation to maintain the current restrictions as per the July 16, 2012 Transportation and Infrastructure Committee meeting decision, and endorsed Option 2 - City to work with property owner of 17267 64 Avenue with offer to build a road connection if able to obtain Statutory Right-of-Way to connect 64A Avenue to 172 Street signal.

2. **Taxi Update**

This item was deferred to the next meeting.

3. **Scott Road at 70 Ave and 86 Ave – Delta Coordination**

The Manager of Transportation provided a report on Scott Road at 70 Avenue and 86 Avenue – Delta Coordination. Staff made the following comments:

70 Avenue/122 Street connection to Scott Road and 86 Avenue at 120 Street conversion from pedestrian signal to full movement signal were brought to the TIC on April 16, 2012. Since then, Surrey sent a letter to Delta proposing a meeting to discuss potential alternatives.

70 Avenue/120 Street Connector:

- Delta's concern is that 70 Avenue is a local road classification and the perceived issue is an increase in short cutting traffic to avoid 72 Avenue congestion leading to Alex Fraser Bridge/Highway 91.
- Proposal

Three Stage Process:

1. Complete full movement intersection and install cameras and monitor movements
2. If significant through movements occur perform licence plate study
3. If significant shortcutting is occurring, allow Delta to restrict westbound through movements with trial physical island and signage (subject to Surrey design review)

The Committee endorsed this staged process.

86 Avenue and Scott Road:

- Surrey has tried to convince Delta to allow a full signal to be put in place at this location for 7 - 8 years. Due to the high accident rate, ICBC as well as the Traffic Safety and Advisory Committee would like to see the existing pedestrian signal fully signalized. Both groups fully support the conversion.
- Delta denied the request to move forward with this project based on concerns of shortcutting traffic. Surrey does not believe there would be shortcutting based on the surrounding road network.
- Delta requested that the northbound left turn and westbound through movements be eliminated to prevent shortcutting, but this is not viable due to property constraints, access and operational issues and left turn volumes.
- An alternate proposal was to eliminate the proposed eastbound and westbound left turn bays from the design.
- Staff recommended an alternate proposal to signalize the intersection without adding left turn lanes. This would minimize the construction requirements; however, has potential for more collisions. The intersection would be monitored for collision rates to determine if left turn lanes should be added in the future.

The Committee endorsed staff's recommendation. The proposal will be brought to Delta for consideration. If Delta Mayor and Council do not support the proposal, Surrey will have to apply to the Province for Municipal Affairs Resolution.

4. Crescent Beach Access

The Manager of Transportation provided an update on Crescent Beach Access. Staff made the following comments:

Crescent Beach residents raised concerns about access for emergency vehicles, residents and seasonal visitors due to the railway crossings. Council directed staff

to review the concerns and assess access options for both emergency and non-emergency access into the community.

Staff made the additional comments:

- The Fire Department initiated a "Stopped Train Protocol" (STP) and worked with the community on an Emergency Preparedness Plan. The Fire Department noted there was no need to create any grade separation or special access for the Fire Department.
- The staff review involved consultation with a variety of agencies including Transport Canada, the railways and the residents association. Ten potential solutions were developed, but five of these were initially screened as they were pedestrian only which would not address the concerns.
- The 5 options considered in more detail were:
 1. Marina Access (Eliminated)
 2. Crescent Road Underpass (Preferred option)
 3. Crescent Road Overpass (Eliminated)
 4. McKenzie Avenue Underpass (Eliminated)
 5. McBride Avenue Underpass (Eliminated)

The Marina Access was eliminated due to environmental, tidal, access and liability issues. Crescent Road overpass was eliminated due to access and road connection problems, aesthetics and cost. McKenzie and McBride Avenue underpasses were eliminated due to safety and road grade/geometric problems, access issues and drainage issues.

Crescent Road Underpass was the initially preferred option as it had the following benefits: reduced excavation needs and drainage impacts, manageable environmental and geotechnical and minimal property and access impacts. The estimated cost was \$4 M.

- However, more detailed design revealed some major issues: significant impacts to the pump station and forcemain (GVRD does not support any changes to their infrastructure); Surrey Heritage Advisory Committee raised concerns with any impact to J.A. Knight House (a 100+ year old house that would require relocation) along with changes to the character of the road and impacts to mature landscaping and trees. The cost estimate increased to \$9-10 M to address the sanitary main and drainage issues.
- Staff are uncertain how to proceed at this point due to the higher cost and no certainty that the GVRD will agree to changes that would be required.

The Committee made the following comments:

- Staff has done their due diligence and invested a lot of time, effort and resources with respect to the resident's concerns. The issue of access for emergency vehicles has been resolved with the Stopped Train Protocol, and the community has a neighbourhood emergency preparedness program and a Tsunami contingency plan. As such the Committee felt staff should not undertake further work and should advise the Crescent Beach Homeowners Association. If they wished to pursue the issue further, it was suggested that a Local Area Service could be set up.

E. ITEMS REFERRED BY COUNCIL

F. CORRESPONDENCE

G. INFORMATION ITEMS

H. OTHER BUSINESS

I. NEXT MEETING

The next Transportation and Infrastructure Committee is scheduled for December 17. Meeting to be scheduled after the Council meeting.

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 2:40 p.m.

Jane Sullivan, City Clerk

Councillor Gill, Chair