

Transportation and Infrastructure Committee Minutes

Present:

Chair - Councillor Gill
Councillor Rasode
Councillor Hunt

Absent:

Seniors Liaison: Councillor Steele

Staff Present:

V. Lalonde, Engineer Manager
P. Bellefontaine, Transportation Planning Mgr.
P. Lee, Rapid Transit & Strategic Projects Mgr.
L. Pitcairn, Planning & Development
L. Luaifoa, Legislative Services

Guests:

Michel Touzard, Surrey CiTI
David Walters
Steve Burke, Surrey CiTI

A. ADOPTION OF MINUTES

1. Minutes of the February 25, 2013 meeting to be adopted.

This item was tabled to the April meeting.

B. DELEGATIONS

1. **Marisa Espinosa, TransLink**

In attendance to provide an update on transit items affecting Surrey: King George B-Line and Service Optimization in Surrey.

Overview of King George B-Line

The need for enhanced service on King George Boulevard and 104 Avenue was identified in the South of Fraser Area Transit Plan. The plan supports the shift to a more urban grid-based transit network.

- The B-Line service will be high frequency with limited stops and extended hours of operation. Higher capacity service will be provided with higher capacity vehicles used
- The B-Line fleet will consist of 60 ft. articulated buses that run every 7.5 minutes and every 10 minutes during early mornings
- The hours of operation will be 5 am to 1 am, 7 days a week
- The annual service cost is \$4 million dollars
- The “working name” is 96 B-line with implementation of the B-Line scheduled for September, 2013
- The B-Line route will be 104 Avenue between Guildford and Surrey Central and King George Boulevard between Surrey Central and Newton Exchange

- Station Locations for the B-line:
 - Guildford Exchange
 - 104 Avenue at 148 Street
 - 104 Avenue at 144 Street
 - 104 Avenue at Whalley Boulevard
 - Surrey Central (on City Parkway)
 - King George Station
 - King George Blvd (KGB) at 96 Avenue
 - KGB at 88 Avenue
 - KGB at 76 Avenue
 - Newton Exchange

Newton Exchange key components include:

- Improved street geometry for B-line articulated buses
- As part of upgrades to the Newton Exchange, changes to the pick up and drop off design to accommodate articulated vehicles. (construction: Spring to Summer, 2013)

Transit priority improvements will be provided from 2013 through to 2014 in the form of four transit “queue jumpers” at key intersections.

Changes to Local Services are as follows:

- 320: reduced to every 15 minutes from Surrey Central to Fleetwood
- 321: will continue every 15 minutes between Surrey Central and Newton
- 394: will remain at 30 minutes peak-only

The following comments were made by the Committee:

- The large infrastructure piece Surrey requires first is Newton Exchange.
- Disappointment was expressed that the B-Line service does not continue further to Semiahmoo Town Centre or the King George/H99 Park and Ride. Staff noted that the B-line being extended to South Surrey should be considered as TransLink progresses into future phases and that TransLink communicate that the current service is an initial phase based on current priorities and funding availability.
- TransLink noted that the Highway 1 Rapid Bus route #555 was implemented in December, 2012 and is increasing in popularity. TransLink is seeking Surrey’s support to help spread the word about the service. The Committee commented that it would be a challenge to promote the service at this time given it does not currently stop within Surrey although they look forward to work continuing on this between the City, TransLink and the MoTI.

Service Optimization in Surrey

Overview of key projects:

- *332 and 335 Service Re-design*
 - 332 will be re-numbered as 335 short-run and extend full length 335 via 72 Avenue to Newton Exchange

- *502 Service Re-design*
Introduce new 503 express service to Langley/Aldergrove and truncate 502 at Langley Centre.

The planned change is to separate the 502 into two services:

1. **502 Surrey/Langley Centre**
 - i. High frequency, local stop service
2. **503 Aldergrove/Surrey Central**
 - i. Express commuter-oriented service
 - ii. Local stop service east of Langley Centre
 - iii. West of Langley Centre the service will be pickup only east-bound and drop-off only west board at key stops

Benefits of the planned change include:

- Reduced travel times, overcrowding and pass-ups for people making trips to east of Langley Centre
- Surrey residents benefit from additional capacity on local higher frequency 502 service
- Allows for future adjustments to 503 service
- Residents of South of Fraser benefit from service that is designed according to industry best practices:
 - Easy to understand
 - Easy to use
 - Consistent in design and stopping procedures

Other items of Committee Interest

Strollers on Buses Policy

TransLink's policy allows multiple strollers on buses as long as they do not block the aisle and/or doorway. The driver may be required to make a judgement call in certain situations. Concerned citizens are encouraged to contact TransLink if there are any questions about the policy.

The Committee noted that the issue of strollers on buses has come up a few times at different forums and stakeholder meetings. Staff member, Aileen Murphy, would be able to provide further details of the issues being raised through the public engagement events associated with City policies including the Poverty Reduction Strategy. Some users have reported having to walk 10 km with their child due to not being able to ride the bus with their stroller.

TransLink commented that there is a travel training program for new immigrants.

H1 #555 Bus Stop

- TransLink has met with Surrey staff. Engineering cost estimates indicate a project cost of approximately \$250k.
- TransLink is seeking sources of funding for the #555 bus stop. Staff noted that TransLink has suggested Surrey use TRRIP funding but that this would result in the full allocation being directed to this one project and therefore eliminate the ability to make any bus improvements elsewhere in the City. Staff are hopeful that TransLink will find the necessary funding.

C. OUTSTANDING BUSINESS**1. Update on Truck Traffic concerns on 124 Street and 113 Avenue**

The Manager of Transportation Planning provided an update on Truck Traffic concerns on 124 Street and 113 Avenue (Bridgeview).

- There is an application in process that will be coming forward to Council for consideration soon.
- A truck route using 114 Avenue and 124 Street was endorsed by Council as part of the application. This route is currently unavailable due to the construction of the South Fraser Perimeter Road (SFPR). This section of the SFPR is planned to be opened before the end of 2013.
- As a result, an interim truck route was identified on 124 Street and 112 Avenue and 111A Avenue to Scott Road. To ensure truck drivers are in no doubt of the appropriate route to use, a comprehensive package of signing was introduced by the City. The signs are standard truck prohibition signs as well as additional plain english signs including a contact telephone number for residents to report violators. A recent staff review showed the signs are in good order.
- Staff also confirmed that staff would meet with the truck park owner and be provided with a truck route map for users of the facility and an accompanying letter advising drivers to use the appropriate route and of additional enforcement in the area.

The Committee requested that a broader review of the area be undertaken including how many truck parks exist in the area and whether properties were being used to illegally store containers and dismantle vehicles.

Staff from the Planning and Development Department and the Manager of By Laws and Licensing will attend the April Committee meeting with an update on both the application and the steps being undertaken on the issues being raised.

The Committee noted that the applicant should be informed that the Transportation and Infrastructure Committee is very concerned with current activities.

It was Moved by Councillor Hunt
Seconded by Councillor Rasode
That the City of Surrey By-Laws staff attend
the next Transportation and Infrastructure meeting to provide information on the
issues of truck traffic, and illegal/non-conforming uses of properties in the
Bridgeview area.

Carried

2. Pattullo Bridge Update

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

- TransLink initiated a new review late last year with partnerships from TransLink, New Westminster, City of Surrey, Metro Vancouver and the Ministry of Transportation and Infrastructure.
- A new website was launched in advance of the planned June public consultation
- The consultation process is expected to continue into early 2014
- There has been a lot of media interest on changes to traffic, including truck traffic on the Pattullo Bridge as a result of tolls on the Port Mann Bridge. The City has been undertaking on-going counts on Surrey's end of the bridge as well as having in place a comprehensive traffic monitoring program to measure before/after affect of the new bridge at several locations within north Surrey. Staff will provide further updates to future meetings of the Committee.

3. Rapid Transit Update

File No. 8630-01

The Manager of Rapid Transit & Strategic Projects provided an update on Rapid Transit.

- TransLink published Phase 2 results which included the LRT option for all three corridors in Surrey. There has been a lot of public interest in the 4 short listed options identified.
- Staff is working on engaging the public, and interest groups, disseminate information and on continuing to keep Rapid Transit discussions ongoing.

D. NEW BUSINESS

1. North Slope Interception (NSI) Twinning Update

Jeff Arason, Manager, Utilities was in attendance to provide an update on Bolivar Park area impacts from Metro Vancouver North Slope Interceptor (NSI) Twinning.

The NSI Port Mann Sector is a major sewer that services Maple Ridge, Pitt Meadows and North Surrey. Significant growth in the area has driven the need to

upgrade the sewer. Metro Vancouver is starting the preliminary design of this infrastructure and realized there are some difficult sections that need to be addressed. One of those sections is Bolivar Park.

There are a variety of routes to consider:

- 113B Avenue - bring pipe into the residential area and looked at tunnelling and acquisition of a few homes
- 114 Avenue (eastern edge of the park) - once they head north because of topography at 115 Avenue part of sewer would be above ground up to 4-6 ft. along 115 Avenue. This concept would be similar to the sewer on Highway 91 towards Alex Fraser Bridge
- 116 Avenue - because of low lying elevation the entire sewer would be above ground

Metro Vancouver has hosted open houses and out of all the options, 116 Avenue was the most favoured option. There are a number of properties that would have to be acquired. The pipe would be on the road, poor soils, entire pipe would be installed. Commercial and industrial properties would lose further property and a 2 m bump would be involved.

The second preferred option by Metro Vancouver is 115 Avenue. The road would be placed on the south side of 115 Avenue. There is the potential to beautify the area by adding street trees. Depending on extent of slopes, it could be impacting one of the out fields (2 fields). The community wasn't happy about this option.

Metro Vancouver met with City staff and met with the Bolivar Heights Community Association and recognizes the cost implications and brought forward a new option, proposing a south park alignment. The trees would act as a sound barrier. Opportunities to do new tree planting would occur with the opportunity of higher value trees being planted. This was the preferred option with the least costs.

Next steps:

- Metro Vancouver will be taking the idea to the Department of Fisheries and Oceans for consideration
- Preliminary designs to quantify impacts to Bolivar Park and the community (construction schedule, extent of pile driving, slope stability and construction monitoring);
- Metro Vancouver to host a third open house on the project;
- City, Parks and Recreation and Culture Department to host a community workshop to develop opportunities to improve the park.

2. 20 Avenue Bicycle Project Update

The Manager of Transportation Planning provided an update on the 20 Avenue Bicycle Project.

The original proposal was previously brought to the Committee and proposed on street bike lanes in both directions and a required road widening that would total 2.0 to 2.5 m. The Cycling Hub and Sunnyside Acres Heritage Society (SAHS) were originally in support of the project. However, residents from 20 Avenue between 140 Street and 144 Street were not in support of the project due to the wider road and petitioned the City.

A modified design was developed that included the construction of a multi-use path on the north side of 20 Avenue adjacent to the Sunnyside Acres Forest. This revised plan was not supported by the SAHS due to the impact on the forest. Staff has also continued to consult with residents on the modified proposal and have gained broad support.

There has been extensive dialogue with the SAHS by both Engineering and Parks Recreation and Culture staff to develop modifications and detailed adjustments to the design of the project so as to reduce the impact on the forest. The SAHS has very much appreciated the efforts of staff and understand the benefits of the project and why the department is moving forward. Although the Society still has concerns, they have offered their support and will continue to work with the City to find solutions that will further mitigate the impact of the project to the forest.

20 Avenue modifications:

- Bike lane eastbound and MUP westbound
- Cycling and pedestrian improvements
- Road widening 0.5 m
- Boulevard 2.0 m and pathway 3.0 m
- Reduced road widening but more tree impact (City road allowance)
- Design mitigation – meandered pathway, reduced width pathway to 3 m (as low as 1.5 m in proximity to trees)

Staff will continue to find ways to reduce the impact on trees. The project will provide better access to transit and a multi-use pathway provides better access for pedestrians. Both commuter and recreational cyclists will benefit.

Staff will consult with residents on the north end near 140 Street and once that is complete, finalize the design and in collaboration with SAHS, establish any further mitigation measures that may be possible.

Staff is seeking endorsement from the Committee to continue with the 20 Avenue Cycling Project.

RECOMMENDATION

It was Moved by Councillor Hunt
Seconded by Councillor Rasode
That the Transportation and Infrastructure
Committee recommend that Council endorse staff to proceed with
construction of the 20 Avenue Cycling Project and continue to work with
the Sunnyside Acres Heritage Society to mitigate the project impacts to
Sunnyside Acres Forest.

Carried

3. PCI Proposal Update

The Manager of Transportation Planning provided an update on the PCI Proposal for the development on the lands south of the King George SkyTrain station.

This is a large scale and high profile project. Through the planning process there have been a number of adjustments to the project with compromises by both the City and the applicant which have allowed the application to move forward. The project is complex and there remain a number of issues to be resolved.

- The project is located at the junction of the existing SkyTrain line with future Light Rail Transit corridors on both Fraser Highway and King George Boulevard. The project is therefore required to accommodate and protect for future Light Rail Transit (LRT).
- Both the applicant and City have worked on this to great length and there have been compromises on both sides. The City has made the following compromises:
 - Changing road network alignment and orientation
 - Revising location for 98B Avenue intersection on KGB further south to accommodate planned Coast Capital building
 - Reducing internal road from 27.0 m to 24.0 m
 - Relocating BC Parkway alignment along Fraser Highway and King George Boulevard
 - Developing strategy to permit underground parking beneath dedicated road allowance
- Ongoing discussions:
 - Underground parking underneath future LRT alignment
 - Design of the vehicle connection to Whalley Boulevard from the internal road
 - Site servicing, including District Energy location
 - Ensuring there is sufficient space for pedestrians and transit users on both King George Boulevard and Fraser Highway for expected high volumes of pedestrians. Application of City Centre standards for road cross sections.
 - Building setbacks
 - Approvals from TransLink for changes to Kiss-n-Ride

- Staff recommended that the Committee consider a Shirtsleeve meeting with Council to discuss the site.

E. ITEMS REFERRED BY COUNCIL

F. CORRESPONDENCE

G. INFORMATION ITEMS

1. Temporary Road Closures

- 16 Avenue (162 to 168) will be closed from April 1 to September 16, 2013 As part of the H99/16 Avenue interchange project. The existing 16 Avenue overpass structure will be demolished and replaced with a six-lane bridge structure. The closure of 16 Avenue will reduce the construction period of the project by over 3 months and reduce construction costs by approximately \$1 million.
- 192 Street (51B Avenue to Colebrook Road). This closure is associated with the construction of an overpass of the Roberts Bank rail line. The road will be closed from April 1 to June 14, 2013. It was noted that detour routes will be quite long. Message boards will be posted and detour road signs put in place.

H. OTHER BUSINESS

The Committee questioned the status of the Colebrook Road cameras. Staff noted that three traffic signal cameras are in place. One thing that is delayed is street lights that will only come on when there is movement on the streets. It was suggested that the funding come from Crime Reduction for the video camera or from the Council initiative funding. The Committee then asked about the cameras in the Port Kells area which has lots of thefts from businesses. The cameras at the intersections would help assist the police with license plates of people coming in and out.

I. NEXT MEETING

The next Transportation and Infrastructure Committee is scheduled for April 15, 2013 at 2:00 pm in the Executive Boardroom.

J. ADJOURNMENT

The Transportation and Infrastructure Committee meeting adjourned at 4:00 p.m.

Jane Sullivan, City Clerk

Councillor Gill, Chair