

Transportation and Infrastructure Committee Minutes

Executive Boardroom
City Hall
14245 - 56 Avenue
Surrey, B.C.
MONDAY, MAY 13, 2013
Time: 2:00 pm

Present:

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

Guests:

Elizabeth Model
David Walters

Absent:**Staff Present:**

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

A. ADOPTION OF MINUTES

1. Minutes of the February 25 and April 15, 2013 meetings to be adopted.

It was

Moved by Councillor Steele

Seconded by Councillor Hunt

That the minutes of the Transportation

Committee meetings held on February 25 and April 15, 2013 be received.

Carried

B. DELEGATIONS**C. OUTSTANDING BUSINESS**

1. **Pattullo Bridge Update**

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

- An extensive Discussion Guide that includes a full list of alternatives along with a short-list of alternatives that should move forward for further review will be distributed to both New Westminister and Surrey Councils.
- New Westminister staff is managing an in-camera meeting to discuss the details.
- Public consultation will include ten meetings held with 6 open houses (3 in Surrey and 3 in New Westminister) and 4 small scale meetings with stakeholders and the public.

- Short-list Alternatives include:
 1. Rehab*Existing Bridge – 2 or 3 Lanes
 2. Rehab*Existing Bridge – 3 Lanes
 3. Rehab Existing Bridge – 4 lanes (could not address lane width/safety issues unless cantilevered a travel lane from the bridge deck, which if feasible would be costly)
 3. New 4-lane bridge
 4. New 5-lane bridge
 5. New 6-lane bridge
 6. New Surrey-Coquitlam Bridge (4 Lanes) plus Rehab Existing Bridge (2 or 3 Lanes)

*Rehab options involve seismic retrofit, structural improvements and addressing pier scouring

The Committee discussed going into public consultations with all the alternatives to seek feedback and narrow the list of alternatives down. Staff recommended that based on local and regional mobility and economic development needs that the City of Surrey does not support the recommendation for further analysis of the two lane bridge rehabilitation alternatives identified in the current Pattullo Bridge Review materials.

Staff noted that the participation by Surrey residents was brought up at the consultations in February, 2012. Surrey needs to do outreach work and identify key stakeholders to increase public participation.

RECOMMENDATION

It was Moved by Councillor Hunt
 Seconded by Councillor Rasode
 That the Transportation and Infrastructure
 Committee recommends that Council consider not supporting further analysis of
 the two lane bridge rehabilitation alternatives identified in the Pattullo Bridge
 Review Consultation Discussion Guide and Feedback Form, as currently proposed
 by TransLink.

Carried

2. Rapid Transit Update
 File No. 8630-01

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

- The local coalition of business and community groups advocating for LRT called “Light Rail Links” is growing and now has 16 members. Membership includes Century Group, Value Industries, Fraser Valley Real Estate, White Rock Chamber of Commerce and Surrey Citizen Transportation Initiatives.
- A Twitter account and website have been established. The next meeting of the coalition is May 16.

D. NEW BUSINESS**1. King George Boulevard – A Great Street**

The Manager of Transportation provided an update on King George Boulevard.

- Surrey's City Centre Plan was approved by Council in July, 2011. Identified through the public engagement process, was the existing highway oriented configuration of King George Boulevard (KGB) and the barrier it presented to creating a liveable City Centre.
- Staff has been examining design alternatives for KGB to transform the corridor into a more pedestrian oriented street while acknowledging its arterial road function.
- Part of the design review process included the issue of jaywalking on KGB which needed to be addressed.
- Design workshops were held with staff and international urban and street design experts which identified the key elements for consideration:
 - Increase east/west connections across the City Centre
 - Enhance the pedestrian realm
 - Segregate cycling facilities
 - Provide curb side parking
 - Increase greening
- Any project would likely include looking at reducing the speed limit from 60 km to 50 km from 94A to 108 Avenue.
- Two options are being explored by staff:
 - Option A: Two-way segregated bike lane on one side of KGB
 - Option B: One-way segregated bike lanes on both sides of KGB
- Staff's recommendations were as follows:
 - Continue with creating finer grained road network
 - Pursue Option A; Two-way segregated bike lane
 - Evaluate boundaries for lowering the speed limit to 50 km/hr.
 - Assess staging alternatives for Option A and undertake further assessment on integrating the project with the existing on-street bicycle lanes on KGB north and south of the project
 - Undertake further consultation with stakeholders including Surrey City Centre BIA

It was

Moved by Councillor Hunt

Seconded by Councillor Rasode

That the Transportation and Infrastructure

Committee:

1. Endorse staff's recommendations and,
2. Consult with the Downtown Business Improvement Association on the proposed project before going to Council.

Carried

2. Surrey Central Exchange

The Manager of Transportation provided a report on Surrey Central Exchange with a presentation of options for a transit village.

- TransLink has \$10 million dollars of funding for the project which is required to be used within a specific time period.
- The planning study has identified that the new transit exchange at Surrey Central would be based on an on-street pick-up and drop-off model located between 102 and 103 Avenue. This would replace the current bus loop which is considered to be unsuitable within the core of the City Centre.
- The current and potential future lot ownership was presented. This includes opportunities for SFU has to acquire additional lands for future expansion. TransLink has a 399 year lease on the existing transit exchange and have indicated that this is functioning effectively. However, there is a heavy and increasing reliance by transit vehicles for on street pick up and drop off and layover on City streets in the area.
- The preferred options for consideration involves:
 - Buses on City Parkway and on a newly constructed 102 A Avenue (the location of the current exchange) plus the new 103 Avenue being constructed in conjunction the New City Hall and Civic 3 Plaza projects.
 - An off-street layover, the location of which staff are still working on with TransLink and SFU.
- Staff noted that the intent on 103 Avenue was to have an at grade pedestrian crossing across 103 Avenue with gentle ramps for traffic on each approach.

The Committee was supportive of the on-street bus pick-up/drop-off along 102A Avenue and 103 Avenue and staff continuing to work to find an off-street layover location.

Staff will provide a further update to the Committee as the planning process continues.

3. Highway 15 Corridor – Intersection Review

The Manager of Transportation provided a report on the Highway 15 Corridor – Intersection Review.

- The corridor review was initiated in response to the recent fatal collision at 32 Avenue and Highway 15 (176 Street). It was completed in cooperation with the Ministry of Transportation and Infrastructure (MoTI).
- The review examined the history of collisions both at the intersection itself as well as other intersections along the corridor. The review also included an Advance Warning Flasher Warrant Assessment.
- Staff presented the collision history at five selected intersections along Highway 15. The crash rates were considerably less than overall average crash rates in the Fraser Valley and within the City.
- None of the City roads intersecting Highway 15 have speed limits above 60 km/hr., which is a key criteria for warranting the installation of advance flashers.

- All of the intersections meet stopping sight distance requirements and no grades on any City Road approaches require more than standard braking.
- The MoTI did a full traffic review at the intersection of 32 Avenue and Highway 15 (176 Street) and the intersection was considered appropriately safe and the signal was operating as intended the day of the fatal collision.
- Subsequent to the collision, the driver who ran the red light at the intersection died in hospital and there are indications that he may have been suffering from an underlying medical condition that could have contributed to the collision.
- Based on the analysis and warrant review for advance flashing lights, no further work is planned to be undertaken at this location as a result of the collision.

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 June 10, 2013 @ 2:00 pm in the Executive Boardroom.

J. ADJOURNMENT:

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

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

Jane Sullivan, City Clerk

Councillor Gill, Chair