

# *Transportation and Infrastructure Committee Minutes*

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**Present:**

Chair - Councillor Gill  
Seniors Liaison: Councillor Steele

**Guests:**

**Absent:**

Councillor Rasode

**Staff Present:**

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

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**A. ADOPTION OF MINUTES**

1. Minutes of the June 10, 2013 meeting to be adopted.

It was

Moved by Councillor Steele

Seconded by Councillor Gill

That the minutes of the Transportation and  
Infrastructure Committee meeting held on June 10, 2013 be adopted.

Carried

**B. DELEGATIONS**

1. **Newton Bus Exchange Update - TransLink**

File No. 8310-01

Sani Zein, Director of Roads, TransLink provided an update on the Newton Bus Exchange.

The following comments were made:

- The Newton Bus Exchange opened for business today. The new model will be used as an example for other future exchanges.
- The original exchange was built in 1996. Visibility, security, accessibility and maintenance issues have increased over the years. The lot was at maximum capacity and due to the insufficient layover space, created operational issues. The exchange also lacked adequate space for the planned new B-Line service.
- TransLink worked closely with City staff to design a much more open and well lit space. The new modern design promotes openness and includes new space for articulated buses, two new layover spaces and a repaved drive aisle.
- The exchange contains new landscaping, new lighting, tactile pads, retained bus shelters, new trip planning signage, a repaved passenger platform and new benches.

- The new exchange was completed on time and within the budget.
- The new B-Line will be implemented in September with an annual operating cost of \$4 million.

**2. Deaf Traffic Information Signs in the 1244 – 161 Area - Richard Landale**  
File No. 5460-30

Richard Landale provided a presentation requesting Deaf Child Traffic Information Signs in the 1244-161 area.

The delegation requested that two “Deaf Child” traffic information signs be placed strategically along 161A Street north and south of Kate Bishop’s residence at 1244 - 161A for safety reasons.

The following information was provided:

- Kate Bishop is four years old and deaf, even with hearing aids.
- Deaf traffic information signs need to be placed within the immediate vicinity of Kate’s home to alert the community that there could be a deaf child at play.
- The goal of the signs is to improve the safety of everyone’s movements within a given area including pedestrians, children at play, and drivers passing through.
- Examples of “DEAF” traffic information posted signs were shown for Langley, BC @ 200 Street and 46A Avenue and Tofino, BC beside a playground.
- A copy of a Council Report to the Corporation of the City of Brampton re: Child Disability Warning Sign was also provided for information.

The Committee made the following comments:

- The Committee questioned how many signs the delegation is requesting to be posted and if future requests for additional signage is anticipated. The delegation noted that the request is for 2 signs and there would be no future requests for additional signage.
- A suggestion was made for the installation of a private sign on their property and for them to install a gate to the Park directly behind their house.
- It was noted that training the child how to behave around roads was the key as they will be walking and playing elsewhere, where there aren’t any warning signs.
- Staff noted there are some fundamental concerns and signage may not be the best option available; however, a review of the delegation’s suggestion and the information provided will take place.
- Next Steps: Staff to provide the TIC with a Corporate Report including recommendations for the Committee’s review at the next TIC meeting.

**3. Annacis Main No. 5 Supply Tunnel Project Update – Jeff Arason**

Jeff Arason, Utilities Manager provided an update on the Annacis Main No. 5 Supply Tunnel project.

The following information was provided:

- Metro Vancouver is seeking to construct a new water supply across the Fraser River. Depending on the location, a 2,200 m to 2,800 m 3 m diameter tunnel is required. The multi-year project plan estimated at \$350 million is as follows:
  - Preliminary design (now)
  - Design (2015-2016)
  - Construction (starting in 2008)
    - Tunnel shafts (2018 - 60 m in Surrey, 115 m in New Westminster)
    - Tunneling (2019 – 2020)
- There are 5 options available and further analysis will be conducted on the preferred options.

**North Slope Interception (NSI) Twinning Update**

- Since the last update provided to the TIC in March, 2013, Metro Vancouver is now seeking another option for upgrading the sewer. The issues with Bolivar Park and impacts to the park were to be reviewed.
- Staff will meet with residents and conduct a confidential survey to clarify issues and concerns.

**4. Community Climate Action Strategy – Anna Mathewson**

Anna Mathewson, Sustainability Manager provided an update on Surrey's Community Climate Action Strategy.

The following comments were made:

- The Climate Adaptation Strategy (CAS) objective is to outline how the City of Surrey plans to adapt to climate change and meet or reduce GHG targets in the Official Community Plan (OCP). The strategy will outline actions in the areas of land use and development, buildings, transportation and waste and energy systems (infrastructure).
- Climate change is happening and preparation for those impacts and changes is critical.
- Climate change impact projections are as follows:
  - Warmer summer temperatures by 2050 (summer climate warmer than San Diego by the 2080's)
  - Wetter winters by 2050's
  - Drier summers by 2050's
  - More frequent and intense rain storms
  - 1.2 m of sea level rise by 2100

- Surrey will need to invest in more resources in maintaining its trees. Tree watering requirements have increased since 2001.
- Surrey is using ICLEI-Canada's five milestone framework for developing a climate adaptation strategy.
- Staff has identified the key risks of climatic changes prioritizing them from low to medium and also identified how they may be addressed. The risks have been identified over six sectors:
  1. Flood Management and Drainage
  2. Infrastructure/Utilities
  3. Health and Safety
  4. Ecosystems
  5. Urban Trees
  6. Agriculture and Food Safety

Key directions for Infrastructure are as follows:

- Manage City infrastructure for changing climate conditions
  - Increase data collection and monitoring of weather events
  - Assess City infrastructure and utilities for vulnerability to climate change
  - Review design requirements of infrastructure and update as necessary to reflect changing climate conditions
  - Integrate into a 10 year capital and serving plans of key departments

Key directions for Flooding and Drainage are as follows:

- Collaborate with stakeholders to develop a Regional Flood Management Strategy
- Review planning and development standards for floodplains
- Community Energy and Emissions Plan (CEEP) - the Plan will include an energy and emissions baseline and projections that look forward 25 years to help better understand future energy demand and supply for key sectors. This information will help define targets, actions and a monitoring strategy to make sure we meet our commitments.
- CEEP Transportation Strategies:
  - Rapid Transit Development (maximize ridership)
  - Bus Service Improvements
  - Active Transportation and TDM (cycling, walking, connectivity)
  - Low Emission Vehicles

The average household in Surrey spends more than \$10,000 on transportation annually and owns more than one car. Modeled average transportation savings in transit served, complete, compact neighbourhoods are estimated at \$1400 – \$1800 per household per year in Surrey.

- CEEP is aligned with the Transportation Plan. All the plans are complementary and self-supporting.

- Next Steps:
  - Present to advisory committees throughout July
  - Draft plans to Council September
  - Final consultations and full draft – September
  - Final Plans for Council approval – October

## C. OUTSTANDING BUSINESS

### 1. Pattullo Bridge Review Update

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

- In February, 2012 a partnership was formed between TransLink, Surrey and New Westminster to work together and review alternatives to replace or rehabilitate the Pattullo Bridge and to determine preferred alternatives.
- Of the 25 alternatives, 6 were presented to the public for further evaluation:
  1. Rehabilitation 3-Lane Bridge
  2. Rehabilitation 4-Lane Bridge
  3. New 4-Lane Bridge
  4. New 5-Lane Bridge
  5. New 6-Lane Bridge
  6. New 4-Lane Surrey-Coquitlam Bridge, with Rehabilitated 2 or 3-Lane Pattullo Bridge.
- In June, a very comprehensive consultative process took place which included the following:
  - 6 small group meetings
  - 6 public open house meeting
  - Public opinion poll
  - Online feedback form
  - PlaceSpeak survey (same questions as feedback form)
  - City Speaks survey (City of Surrey's online survey)
- A comparison of surveys and results were provided. The City Speaks Survey results were two-fold, one was limited to Surrey residents and businesses and the second part was open for everyone, including non-Surrey residents. The biggest opposition was for the rehabilitation options at 70%. The results will be forwarded to TransLink for consideration.

Next steps:

- A Technical analysis is currently underway and includes:
  - Truck traffic survey
  - Demand forecasting
  - Multiple account evaluation of 6 shortlisted alternatives
- TransLink's consultant to report to Council –tentative September 23, 2013
- Discussion Guide to be circulated to Council (late October, 2013)
- Consultation (November to mid December, 2013)
- Ideally, the number of alternatives to be reduced from 6 to 2.

**2. Rapid Transit Update**

File No. 8630-01

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

- Staff continues to support the Light Rail Links coalition. Scott Olson was elected as Chair and the coalition will work through summer and early fall to do outreach work.
- The coalition is aware of the funding referendum that will be happening and that funding needs to be resolved to get the LRT project started.
- At a recent Land Use Council meeting, Application # 7913-0106-00 was referred back to staff for review to address concerns raised regarding densification, commercialization and the proposed LRT corridors in the City of Surrey relative to this application. Staff will provide a report at the September meeting.

**D. NEW BUSINESS****1. West Clayton NCP Update: 72 Avenue Connection at Fraser Highway**

The Manager of Transportation Planning provided a PowerPoint presentation on the West Clayton NCP Update - 72 Avenue Connection at Fraser Highway.

The connection via 180 Street was closed in 2003 and the need to re-establish a connection was identified in the East Clayton NCP. A connection is critical for build out of the West Clayton NCP and the future planning of the North Clayton NCP.

Through the West Clayton NCP process, the opportunity to move forward with the alignment and intersection design was taken.

- There is a high demand for cross-city trips between new growth areas and employment centres. The 72 Avenue road connection will be very important for the following NCP areas 's:
  - East Clayton NCP
  - West Clayton NCP
  - Future North Clayton NCP
  - Anniedale-Tynehead NCP
  - Port Kells
  - Langley Township – Willoughby, Carvolth, Yorkson
- The population of Anniedale / Tynehead is projected to increase from less than 1,000 (current) to 23,000 by 2041 and in Cloverdale and Clayton from 61,500 to 113,710.

- The 10 Year Plan identifies the following network improvements in this area:
  - 192 Street arterial widening – (almost complete)
  - 192 Street arterial widening to Fraser Highway (2014)
  - 72 Avenue arterial widening (2015)
  - 72 Avenue – Langley – widening to 4 lane arterial as development occurs
  - Fraser Highway widening
  - 64 Avenue widening
  - 72 Avenue cross-city connection (Long Range Strategic Planning)
- Staff noted there are outstanding issues with the NCP and opposition from residents at the western end of 72 Avenue and elsewhere on 72 Avenue is anticipated. It was also noted that a petition of 30 signatures went to Council.
- Traffic modeling is being undertaken to help inform decisions regarding alignment, cross-section for both interim and ultimate options. The interim design will consider:
  - Reduced cross section (2 lane plus turn lane vs standard arterial)
  - Preserving existing buffer between the road and existing residential area
  - Restricting turning movements at Fraser Highway
- The ultimate design will allow for a potential future westward extension to 152 Street.

The Committee made the following comments:

- People want good connections and overly congested intersections like King George Boulevard and 88<sup>th</sup> Avenue need to be avoided.
- There is a lot of merit to having the 72 Avenue connection
- The extension of 72 Avenue has been a long standing intent of the City
- Suggested showing both alignments in the West Clayton NCP. Staff confirmed both alignments will be shown in the NCP.
- Staff noted that the intent is for the interim concept to move forward when the West Clayton NCP starts to build, but should there be need, it may occur sooner.

It was

Moved by Councillor Steele

Seconded by Councillor Gill

That the Transportation and Infrastructure

Committee endorse staff's conclusions that:

1. Connection is necessary based on growth, approved plans and new NCP's
2. Connection has been consistently identified in previous and current NCP's and needs to be included within the West Clayton NCP
3. Opposition is expected regarding the connection (similar to East Clayton)

Carried

Staff will bring forward an update at the September TIC meeting.

2. **144 Street Access: 62 Avenue to 64 Avenue**

The Manager of Transportation provided a presentation on 144 Street Access: 62 Avenue to 64 Avenue.

The following information was provided:

- The NCP planned the area at the southwest corner of the 144 Street/64 Avenue intersection as residential, but was changed to commercial through a 2008 rezoning application. A revised Development Permit application (#7911-0285) was heard by Council on May 2, 2013 and granted third reading
- Access into the site was improved with an additional left-in from 64 Avenue.
- There is limited access in this area with no connection to the west between 64 and 60 Avenue (600 m).
- Residents of a 300 townhouse unit are not legally allowed to make left turns out of their site but are ignoring the signage.
- In the future with more development, an additional connection will be created at 62 Avenue, but the current lack of road connectivity is not appropriate for the associated density and land use
- If medians are installed at the cul-de-sac that provides access to both the townhouses and the commercial site, the restriction to right-in and out would have considerable impact to the economic viability of the businesses and may create frustration for residents.
- The following two options to deal with this issue were identified as follows:
  - Option 1 - New Pedestrian Crossing and Median
    - Simplest and lowest cost solution and maintains original plan
    - Potential for resident opposition to median restrictions
    - U-turn in park alternative could help minimize impact
  - Option 2 – New Signal and Road Widening
    - Provides a resolution to poor access due to lack of road connectivity
    - Pedestrian crossing at signalized intersection encourages appropriate desire lines
    - Signal at 63A Avenue is technically viable subject to road widening
    - May attract more commercial traffic resulting in resident opposition

It was

Moved by Councillor Gill

Seconded by Councillor Steele

That the Transportation and Infrastructure

Committee:

1. Consider staff's further evaluation of "Option II" for a new signal at 63A Avenue and road widening of 144 Street subject to:
  - i. Applicant and Engineering agreement on an appropriate cost sharing arrangement
  - ii. Applicant hosting a public information meeting to gauge public support of signal
2. Consider "Option I" for a pedestrian crossing and median with U-turn in the event that the subjects of recommendation 1. are not met.

Carried

- Staff noted that there were lots of issues with King George and the median near 24 Avenue until two U-turns were introduced.
- Staff will be meeting with the applicant on Wednesday. The applicant has requested a signal. Staff will seek options for a U-turn.

**E. ITEMS REFERRED BY COUNCIL**

**F. CORRESPONDENCE**

**G. INFORMATION ITEMS**

**H. OTHER BUSINESS**

1. TransLink topics to present on at September meeting:

- The Committee requested a TransLink and City staff update the Committee at the September TIC meeting on the Overwaitea Site with details of where the buses would be parked and movement on the site. . It was noted that the riparian setback issue has been resolved
- Bus Stop at HOV Ramps (156 Street)  
Staff reported that a design has been endorsed by TransLink, but is still under review by MOTI. No commitment for funding has been offered by MOTI or TransLink.

**I. NEXT MEETING**

The next Transportation and Infrastructure Committee is scheduled for September 30, 2013 @ 2:00 pm in the Executive Boardroom.

**J. ADJOURNMENT:**

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

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

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Jane Sullivan, City Clerk

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Councillor Gill, Chair