

Present:

Councillor Gill, Chair
Councillor Rasode
Councillor Steele, Seniors Liaison

Guest Observers:

A. Reid
D. Walters, CiTI
K. Cutting
K. Sinoski, Vancouver Sun
M. Touzard, CiTI
N. Dhillon
R. Johnston
R. Rai, Safe Schools Department
R. Sparrow

Staff Present:

V. Lalonde, General Manager, Engineering
A. Afridi, Traffic Operations Section Engineer
D. Luymes, Manager, Community Planning
H. Popple, Planner
J. Boan, Transportation Manager
J. Burger, Manager Operations, Surrey RCMP
J. Robertson, Manager, Area Planning North
P. Bellefontaine, Transportation Planning Manager
P. Lee, Rapid Transit & Strategic Projects Manager
R. Hintsche, Current Planning Mgr. South
R. Takhar, Crime Prevention & Community Services Mgr.
S. Low, Planner
S. Petrovic, Traffic Operations Manager
T. Mueller, Legislative Services

A. ADOPTION OF MINUTES

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

It was Moved by Councillor Steele
Seconded by Councillor Rasode
That the minutes of the Transportation and
Infrastructure Committee meeting held on July 25, 2013 be adopted.
Carried

B. DELEGATIONS

1. **TransLink - Roberts Bank Rail Corridor Railway Crossing Information System (RCIS)**

File: 5405-30

Robert Johnston, Program Manager of the Roberts Bank Rail Corridor Project, provided an update on the Roberts Bank Rail Corridor Rail Crossing Information System (RCIS).

The following comments were made:

- The Roberts Bank Rail Corridor Program consists of a package of road and rail improvements funded by 12 agencies including the City of Surrey. Currently there are 9 road-rail projects underway in Delta, Surrey, and in both the City and Township of Langley.
 - The delegation noted that the RCIS is an additional project added to the program as a means of addressing the significant impact of rail crossings at major arteries; mainly located in the Township of Langley.
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- Motorist Advisory Signs (MAS) help to direct traffic and provide motorists with an opportunity to avoid congestion by using an overpass.
- The MAS are going to be fairly sizable but will complement the use of existing and proposed infrastructure. The MAS will direct motorists to the quickest possible route, based on a prediction-based computer modeling technology.
- A Request for Proposal (RFP) will be released mid-October with a construction start notice toward the end of November 2013 with project commissioning by July 2014.
- The MAS program will be accompanied by a comprehensive public education program as motorists will need to be educated about the message the signs are conveying and how to divert.
- The delegation noted that the South Surrey Park & Ride (King George Boulevard immediately south of Highway 99) has an expanded lot with 840 new parking stalls. TransLink is finalizing management of the new facility and will open it once this is complete. When the new lot opens there will be a few weeks of free parking; after which time, the current plan is a rate of \$2 per day.

Councillor Steele questioned the equity of the fees, as fees at park & ride lots in North Surrey are higher. The delegation clarified that that the parking at King George Station is not affiliated with TransLink, but acknowledged that the Scott Road lot does charge \$3/day now.

The Committee requested the delegation to provide a short overview of the current Park & Ride Program and associated user fees at an upcoming TIC meeting.

It was

Moved by Councillor Steele
 Seconded by Councillor Rasode
 That TransLink be requested to implement equity in their charging practices at all the park and ride lots in the City of Surrey in an effort to reduce end-user costs.

Carried

156 Street/Highway 1 Bus Stop

- The Chair noted that the City submitted design drawings to TransLink that demonstrated a safe bus stop can be constructed. He asked whether the plan can be fulfilled and why there was a disconnect with the Ministry of Transportation and Infrastructure (MOTI) and Gateway Project regarding who should be paying to have the infrastructure built.

- City staff, in response noted that in initial discussions with TransLink, there were other Rapid Transit (RT) routes planned that would have negated the need to have a stop right at the 156 Avenue interchange. However, there has been insufficient funding to implement the other routes. Staff completed a lot of design work with TransLink and MOTI and have developed a design for a safe stop on the ramps, but the cost is about \$350,000 and none of the agencies currently have funding available to implement it.
- With respect to the design of the stops, staff clarified that the ramps come down from HWY 1 and cross 156 Street. Currently there is an existing signal and the bus will come down the ramps and stop just before the signal ("near side" stops) before returning to HWY 1. There will be new concrete pads constructed that will allow for wheel-chair access and a shelter overhead.

In response to a question from the Chair, the TransLink delegation explained that they support the design concept for the new stop and can work it into their bus schedule; however, the City of Surrey would have to fund and construct the new stop.

The Chair noted the City of Surrey should have been provided an opportunity to provide input in the initial design concept and speak to MOTI regarding issues that directly impact the City.

It was Moved by Councillor Rasode
 Seconded by Councillor Steele
 That the TIC agenda of September 30, 2013
 be varied to address Items D.1. - Safe and Active School Program, D.2 - Fleetwood
 Town Centre Road Network and D.3 - Helc Place Extension directly following Item
 B.3. - Rick Sparrow, 156 Street Road Ditch Enclosure.
Carried

2. **Installation of sidewalks/lighting on 180 Street**
 File: N/A

Alan Cadwell, Director of Facilities Development, Pacific Community Church, was in attendance before the Committee to request installation of sidewalks and street lighting on 180 Street (south of Highway 10).

The following comments were made:

- The delegation requested that the existing sidewalk on the west side of 180 Street be lengthened to accommodate clients who attend the Pacific Community Church.

- When trucks come out of the container shipping area they pull out and check their loads in the road resulting in congestion and conflict with pedestrians walking to and from the community church and to Kwantlen Polytechnic University.
- The delegation provided a number of photographs depicting the truck activities and pedestrian movements.

Councillor Rasode asked staff to have By-Law Enforcement Officers visit the site to check on the truck parking that is occurring on the street.

The Chair noted that staff will undertake further investigations at the location and that there will be a follow up report to a future meeting of the Committee outlining staff recommendations.

3. Ditch Enclosure – 156 Street

File: N/A

Richard Sparrow was in attendance before the Committee to request a ditch enclosure on 156 Street (section from 108 Avenue to 112 Avenue)

The following comments were made:

- The delegation requested that the ditch on the west side of 156 Street adjacent to Northview Park (11149 – 156 Street) be filled in and that gravel be introduced to create a safe area for people to walk. 156 Street has become busy and the sidewalk is not completed on that side of the road.

The delegation also identified a number of other concerns in the area including construction on the east side of the road which has included the introduction of curb bulges which the delegation believed made the road too narrow, as well as concerns about the alignment of the intersection at 156 Street and 112 Avenue. In addition, concerns were raised regarding traffic movements at the intersection of 108 Street and 156 Avenue. Staff, noted that the intersection is currently operating as a 4-way stop and they have met with members of the Fraser Heights Community Association to discuss assessments being undertaken to determine the most appropriate form of intersection control.

The Chair asked staff to follow up with the Parks Department to find out what the development plans are for Northview Park.

Given the number of issues raised by the delegation, staff confirmed that there would be a broader look at the road including a review of the ditch, road widths and the intersections of 156 Street with both 112 Avenue and 108 Avenue.

The Chair thanked the delegation for his presentation and noted that staff will look into the issues, and provide a report for a future meeting of the Committee in the coming few months.

The agenda was varied

D. NEW BUSINESS

1. Safe and Active School Program

File: 5460-01

Representatives from Princess Margaret Secondary School and School District No. 36 were in attendance to discuss safety concerns following the September 18, 2013, motorcycle/pedestrian collision where one student was killed and two others were injured.

The Chair requested staff to provide a brief overview of the City's Safe and Active School Program and to provide comment on the Princess Margaret Secondary School Assessment.

The following comments were made:

Safe and Active School Program

- The School Safety and Operations Reviews included all 145 schools in Surrey with a view to increasing the number of students walking and biking to school. The reviews identified any barriers to active travel and potential road safety issues both on the school site and on the adjacent roads. Short, medium and long term mitigation measures were identified for consideration. The review process included the involvement of school staff, the School Board, parents and the individual school principals. Copies of the final reports were provided to the school Board and the individual Principals.
- The program identified some 700 projects. To-date, approximately 330 projects have been completed by the City with a value of over \$3 Million.
- Given the large number of schools involved and the significant number of projects, the Safe and Active Schools Program is a multi-year program. It is anticipated that the city will continue implementing recommended improvements for another two or more years.
- The Safe and Active Schools Program, also includes travel planning for schools to help students better understand the safest routes available and get them to school in the safest possible manner. Five schools will be included within the travel planning initiative this year.
- In addition, the Program also includes funding for cycling training through HUB (formerly the Vancouver Area Cycling Coalition) for all Grade 4 and 5 Elementary school children in Surrey.

Crosswalk Warrants

- The warrant assessment for pedestrian crosswalks is based on the Transportation Association of Canada (TAC) warrant.
- The warrant methodology is based on a "cumulative factors method" that results in a point score that takes into account a range of criteria including pedestrian volumes, traffic volumes and available gaps in traffic, pedestrian demographics (children and seniors for example), and crossing distance.
- In response to a question from the Chair, staff confirmed that the Traffic Association of Canada's (TAC) warrant is widely used throughout Canada.
- The warrant assessment for a crosswalk in the vicinity of Princess Margaret Secondary School was completed in 2011. The School safety report identified consideration be given to pedestrian crossings at the north and south driveways. The report contemplated a pedestrian signal at the north entrance and/or a full traffic signal at the south driveway which could be implemented in coordination with Kwantlen Polytechnic University's development.
- Staff clarified that the north location was warranted but to the south there was opportunity for a median refuge which improves the ability for pedestrians to cross and thus didn't meet the warrants.
- Staff noted that unfortunately, no matter what is done from an engineering standpoint, there are occasions where pedestrians do not follow the prescribed crossing areas.
- Staff noted that addressing traffic warrant recommendations for this site was part of the multi-year process of improving safety at all schools in Surrey; they had been intending to move forward with a signal in 2014 but were trying to coordinate it with Kwantlen Polytechnic University's planned expansion. As such, any traffic measures would need to be aligned with their plans.
- Due to the recent events that have transpired, 128 Street will be re-assessed from 72 Avenue to 68 Avenue. Engineering Staff only recently received the report from the RCMP but will be taking into consideration RCMP findings.

- There are locations where median fencing has been implemented to deter jaywalking; however, it has not proven very successful. The example of 160 Street north of 96 Avenue was provided. Some students launched themselves over the fencing and some walked along the fencing in the median; the fence was also bent so that they could squeeze through it. These issues created a less safe environment than the situation previously. As a result, subsequently the school property was fenced which has proven much more successful at directing the students to an appropriate crossing point.
- Staff also noted that there is a Traffic Safety Advisory Committee (TSAC) that is made up of City staff, a School Board Representative, the RCMP, ICBC and City By-Laws staff. The results of crosswalk assessments are considered by this Committee.
- The individual school safety reports are provided to both the School Board and the school Principle.
- Staff will have further discussions with the School Board, Kwantlen Polytechnic University, and the Princess Margaret Secondary Parent Advisory Council (PAC) and Principal regarding possible improvements.
- Councillor Rasode requested staff to look at examining the potential to consider a modified approach when applying the crosswalk warrant in cases where a school is located near a commercial property.

The Chair opened the discussion to representatives of Princess Margaret Secondary School who were in attendance to discuss the recent tragedy and what can be done to ensure the crossing area is made as safe as possible.

Comments received were as follows:

- Students at Princess Margaret go to Kwantlen Polytechnic University to take classes but there is also a peak period of crossings to visit food services within Kwantlen.
- On 128 Street there are 4 blocks without a crosswalk and higher vehicle speeds are also of concern. The median in the middle of the road has some high hedges that may interfere with the sight lines of young people crossing midblock.
- On the north end of the school, there is an exit from the Kwantlen parking lot where motorists come out and attempt to make a left on 128 Street with potential conflicts with pedestrians crossing 128 Street.

- The students of Princess Margaret Secondary have been talked to about being a wider member of the community and their civic responsibility in following the rules. That being said, it is at least a 20-minute walk from the school site to the nearest traffic signal and given that the students only have a 45-minute lunch hour they are looking for the shortest route possible to get their food and return to school in time.

In closing, Engineering Staff noted they are looking at a range of options with respect to pedestrian safety at Princess Margaret Secondary and will review the RCMP collision report, discuss with the school and the PAC and develop an action plan.

Councillor Rasode asked staff to request that the Surrey Crime Prevention Society conduct a speed watch along the route and school warning signs be installed along 128 Street.

The Chair requested staff to report on how the warrant process can be further expanded and noted that Council is committed to making sure improvements on 128 Street are made.

Councillor Rasode requested that the Transportation Safety Advisory Committee (TSAC) forward results of school safety issues to the Transportation and Infrastructure Committee. Staff, in response noted that going forward; a recurring agenda item for Pedestrian Crossings would be added to the TIC agenda.

The Chair called a brief recess at 4:43 p.m.

The meeting reconvened at 4:47 p.m.

D. NEW BUSINESS (continued)

2. Fleetwood Town Centre Road Network

File: 6520-01

The following comments were made:

- The existing Fleetwood Plan was developed in 2000 and included an 8-metre wide commercial lane to provide vehicular access for future developments along Fraser Highway.
- Since 2000, Neighbourhood Concept Plans now give more emphasis on multi modal connectivity. In addition, the intersection of 160 Street and Fraser Highway is a candidate Light Rail Transit (LRT) station location. Given this context, the block size of the Fleetwood Town Centre Plan was reviewed so as to provide a more walkable block size and create improved developable areas.

- Staff looked at a modified 12 m wide lane cross-section called a "Green Lane". It provides functional lane servicing but also other benefits in terms of parking, street trees and a pedestrian sidewalk. It is much more walkable, cycle-friendly and supports commercial businesses.
- Staff noted that the planned lane concept helped to create enhanced development parcels with future consolidation of individual lots. Staff noted that a LRT stations were anticipated on Fraser Highway at 152 Street and 160 Street.
- Staff noted that in the draft OCP there are plans for density to be calculated on the gross site area meaning that there would not be a loss for developers in terms of giving up land for the road.

Staff noted that the next step will involve a discussion with the Fleetwood Community Association.

It was Moved by Councillor Steele
Seconded by Councillor Rasode
That staff meet with the Fleetwood
Community Association to discuss possible options for the Fleetwood Town
Centre concept.

3. Helc Place Extension

File: 6520-20GH; 7913-0083-00

The following comments were made:

- Staff provided the background of the North Grandview Heights Neighbourhood Concept Plan (NCP) and noted that it allowed for increased density without additional roads and allowed cluster housing with 6 - 8 units per acre (upa) with a 35-40% open space requirement, which is critical for major tree retention intended under the NCP.
- Previously Council approved third reading for a portion of the site under Application No. 7907-0374-00 for 61 units at 8 upa; however the application was closed.
- The current application before Council (No. 7913-0083-00) is a proposal for 156 units at 15 upa. The application is seeking additional density increases from the amended NCP. The developer's key focus has been to preserve as many trees as possible. The site contains 424 By-law sized trees, 226 (53%) of which are High Value. 121 High Value Trees are proposed to be retained on-site. Given the additional density, the City has identified a requirement for an extension of Helc Place to provide improved access and connectivity. The applicant has proposed that without the mandated road connection 16 additional trees can be retained.

To address the challenges of the proposed development, Staff provided the following options for Committee consideration:

Option 1 - Extension of Road - This option creates 200m x 200m block spacing, responds to community concerns regarding on-street parking associated with the proposed development (provides 30 additional on-street spaces), distributes trips away from existing homes on 156 Street and creates additional tree retention on 28 Avenue by removing stalls and creating curb extensions.

Disadvantages: 1) Removal of 16 trees to maintain 156 units at 15 upa and 2) Road is at a 13% grade.

Option 2 - Dedicated Walkway + Offsite Improvements - This model would satisfy some connections and would allow for the preservation of another 5 High Value Trees. The public walkway will create a walking area for members of the public for which there is a high demand; the developer will build additional offsite sidewalks to improve neighbourhood connections.

Disadvantages: 1) Requires an internal driveway, 2) Removes 8 - 10 High Value Trees and 3) Limits the additional on-street parking and reduces circulation opportunities.

Option 3 - No Extension/Walkway Improvements - This model retains the highest number of High Value Trees, is closest to the plans in the original NCP but does not reflect additional needs with the proposed increase in density. It would still provide opportunity for further off-site sidewalk improvements.

Disadvantages: Large block spacing of 400m x 400m, no continuation of pedestrian corridor from the north, limits the amount of additional on-street parking and opportunities for improved circulation.

Conclusions and Recommendations – In consideration of increasing the number of trees retained, staff recommended the Committee support **Option 2**, which is the dedicated walkway with sidewalk construction.

Staff clarified that the new pathway would be for public purposes and be dedicated to the City. If the pathway was not public, complaints from residents would be anticipated with pressure to close the connection.

The Chair requested the Applicant to speak to the item. In response the Applicant made the following comments:

- Supports a pathway connection but is concerned with the 8-metre wide dedication associated with the pathway. Noted a smaller dedication would allow for more tree retention (possibly 25 High Value Trees).

- The entrance proposed by the developer will move along the gradient lines and is better for elderly and children.
- The site is being marketed to seniors.
- Staff further clarified the intent is not to make an 8-metre wide swath but a comfortable 4-metre wide meandering trail which will be designed in partnership with the Applicant to make sure the units are sensitive to Crime Prevention Through Environmental Design (CPTED) principles and that the grades are reduced to promote walkability.
- The Chair noted that he would prefer smaller dedication that would accommodate more tree retention.
- Councillor Steele expressed concern about the plan and ability of seniors to use the walkway if it is too steep. She noted that further discussion is needed in order to satisfy all parties concerned regarding road grade and tree retention. Staff noted they will continue to work with the Applicant to address the concerns raised by the Committee.

The Chair asked if a "no build" covenant could be added to the strata to ensure no structures are built on either side to encumber the walkway. Staff advised that the walkway needs to fit within the context of the strata development.

It was Moved by Councillor Rasode
Seconded by Councillor Steele
That the Transportation and Infrastructure
Committee supports "**Option 2 -Dedicated Walkway + Offsite
Improvements**" and authorizes staff to bring it forward to Council for
consideration subject to the Applicant and Engineering being in agreement on
appropriate off-site sidewalk improvements and verifying the retention
number of High Value Trees.

Carried

In the interest of time, the Chair requested that the following Agenda items be deferred to a future Transportation and Infrastructure Committee (TIC) meeting:

- **C. OUTSTANDING BUSINESS**
 1. Pattullo Bridge Update
 2. Rapid Transit Update (File No. 8630-01)
 3. West Clayton NCP Update: 72 Avenue Connection at Fraser Highway
- **D. NEW BUSINESS**
 4. Rail Safety and Anti-whistling
 5. Electric Vehicles

- **E. ITEMS REFERRED BY COUNCIL**
 1. Development Application No. 7912-0119-00 (6045- 138 Street)
- **F. CORRESPONDENCE**
 1. Skytrain Greater Vancouver – letter and LRT comparison information
- **G. INFORMATION ITEMS**
 1. “Leap Ahead” – A transit plan for Metro Vancouver
 2. Call for Interest to Serve on the 2014 Access Transit Users’ Advisory Committee
- **H. OTHER BUSINESS**

Discussion: Rescheduling of November and December meetings.

I. NEXT MEETING

The next Transportation and Infrastructure Committee is scheduled for November 4, 2013 at 2:30 pm in the Executive Boardroom.

J. ADJOURNMENT

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

The Transportation and Infrastructure Committee meeting adjourned at 5:35 p.m.

Jane Sullivan, City Clerk

Councillor Gill, Chair