

Transportation and Infrastructure Committee Minutes

Community Room B
2nd floor, East Tower
City Hall
13450 104th Avenue,
Surrey, B.C
MONDAY, APRIL 7, 2014
Time: 2:30 pm

Present:

Chair - Councillor Gill
Councillor Rasode
Seniors Liaison: Councillor Steele

Absent:**Guests:**

Councillor Jonathan Cote New
Westminster
Jim Lowrie, Director of Engineering
Services, New Westminster
Scott MacFarlane, TransLink
Geoff Cross, Senior Manager, Policy &
Strategic Planning, TransLink

Staff Present:

J. Boan, Manager, Transportation
G. McKinnon, Acting Manager Engineering
P. Bellefontaine, Transportation Planning
Manager
P. Lee, Rapid Transit & Strategic Projects
Manager
D. Harkness, Parking Services Manager
J. Rehal, Manager, Bylaws and Licensing
D. Luymes, Manager, Community Planning
J. Robertson, Manager, Area Planning &
Development
P. Ng, Engineering Assistant, Rapid Transit &
Strategic Projects
M. Daniwall, Engineering Assistant, Rapid
Transit & Strategic Projects
J Gallinger, Legislative Services

A. ADOPTION OF MINUTES

1. Minutes of the March 17, 2014 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 March 17, 2014 be received.

Carried

Meeting varied**B. DELEGATIONS**

2. **Cloverdale Community Association**

File No. 6745-01

Mike Bola, President of the Association, was before the Committee to discuss the current zoning laws around driveways and garage sizes within the East Clayton community and made the following comments

- The association reviewed the current outline – RF12 and RF10 lots. Six cars would be able to park on a lot such as described in the Exhibit A.
- By enlarging the garage would provide extra parking width.

The Manager, Community Planning was asked to review the submitted Exhibit A and was asked to return with a report to the Committee in regards to flexibility for enlarging garage spaces.

- The Delegation pointed out that many existing lots could be adjusted to deal with parking issues by adding parking pads.
- The Association is requesting that parking not be allowed in back lanes. The addition of marked (designated) parking stalls on street could alleviate some of the problems with cars parking improperly.

Staff noted that adding pavement markings for parking stalls would actually reduce the amount of on-street parking available as the stalls must accommodate larger vehicles. 8-10 smaller vehicles can fit into the space for 7 mid to large size vehicles.

- The Delegation asked that the possibility of boulevards being reduced to enlarge roadway, for 2 way traffic, be considered. It was noted that vehicles currently have to stop and let cars through as there is only room for one way traffic when vehicles are parked on both sides. With the reduction of the boulevards perhaps angle parking would be an option.
- The Delegation suggested that residential permit parking could be handled by homeowners registering their own vehicle and tenant's vehicles license plate number(s) and that the tenants cannot park on-street only homeowners. The City would use the license plate numbers, as a tool, to determine rights to parking. Landlords would be responsible to ensure that registrations are up to date..

Staff noted that it would be difficult for the City of Surrey to determine which vehicles were legally parked and homeowners would have to free up on-site parking for the tenant which would mean they would likely have to move one of their vehicles on-street. Staff advised that they would review this idea further and follow up with the Committee and Mr. Bola.

- The Delegation recommended that the 72 hour parking allowance be reduced to 24 hours. Ticketing should be enforced after 24 hours
- Secondary suites allowances were questioned. The Bylaw and Licensing Manager responded that Bylaws is currently looking into the matter and would report back to the Committee.

The Committee made the following comments:

- Councillor Rasode thanked the Delegation and suggested that the Community Association survey the residents regarding parking issues in the area and to pose the question of whether widening the roads by narrowing the green boulevards and by creating angled parking would meet the community's approval.
- Councillor Steele stated that focus on multiple suite, which are a big part of the problem, needs to occur. The Manager, Bylaws and Licensing stated that verification of suites is currently in progress and enforcement is occurring.

The meeting varied

1. New Westminster – Patullo Bridge

File No. 5400-05

City Councillor Jonathan Cote, New Westminster and Jim Lowrie, Director of Engineering Services, New Westminster appeared before the Committee to present New Westminster's position on the Pattullo Bridge Replacement project. The following Comments were made:

- Both municipalities understand and want to move forward as transportation is a very important issue in Metro Vancouver.
- Both municipalities are strongly supportive of the town centre aspects as well as understanding that the replacement of the bridge is required.
- The meeting is an opportunity to have a dialogue around the subject and to be able to understand each side's stance. It is important to point out that the topic is not as oppositional as made out by the media.
- Increased traffic is seen throughout the City of New Westminster not just on major roads. Since tolls came into effect on the Port Mann Bridge, drivers are traveling through New Westminster to try to avoid traffic on Royal or Columbia by using local residential roads.
- Vehicular traffic from Richmond and Vancouver had decreased prior to the implementation of tolls and the volume of traffic on the Patullo Bridge was also decreasing despite Surrey's growth.
- Another challenge is that the roadways on either side of the bridge are totally different. In New Westminster there is a 150 year old city with an infrastructure of compact streets. In Surrey roadways are capable of managing larger volumes. Currently, there is an estimated 450,000 vehicles through New Westminster on a daily basis.
- The construction of the bridge, how the bridge is placed and where accesses are placed, as well as the capacity, will be totally different for New Westminster than for Surrey. Surrey is currently capable of handling a new bridge with little deviation to be made to current roadways. New Westminster will have to accommodate new roadways including access to/from the bridge.
- From a regional perspective, the current location of the bridge is not the actual preferred future location. With the growth of both cities a new bridge, in the current location, does not guarantee meeting the future demand.
- The ten goals of the framework were reviewed in the strategic process. After the review, New Westminster has decided that a new tolled 4 lane bridge will best meet the required criteria.
- New Westminster's position is to advocate for a new tolled 4-lane bridge which will deal with the current demand for crossings. Tolling will be a sensitive issue and it is understood that the whole structure for a toll needs to be revisited. A free bridge would be disastrous for New Westminster, with increased traffic volume, whereas a toll would reduce the traffic demand. In New Westminster's estimation a lower toll would not moderate the demand across the bridge.

- When the new Port Mann Bridge was proposed an access to Highway 1 from the South Fraser Perimeter Road (SFPR) was planned. SFPR has no direct connection to the Port Mann Bridge which is having an impact on New Westminster's traffic patterns.

Surrey Staff noted that many technical issues were encountered, when trying to connect directly to the Port Mann Bridge and Highway 1 off the SFPR. The Province reviewed the issue in detail and presented to New Westminster and Surrey staff the reasons it was not feasible to connect the road directly to the bridge.
- Regional transit priorities are supported by New Westminster. Ultimately these projects are competing for the same sources of funding. Better utilization of transit money towards public transportation is a reasonable way to alleviate traffic volumes.

The Committee made the following comments:

- The Chair pointed out to the Delegation that rehabilitation of the Patullo Bridge was not an option and that the existing infrastructure needed to be torn down and replaced. He noted a possible solution could be an interim 4 lane bridge with the potential for expansion to 6 lanes when required to meet the demand.

Councillor Cote stated that New Westminster recognized the arguments for a new facility but did not see the need to build a 4 lane bridge, with the potential for expanding to a 6 lanes, immediately. He noted that by building that type of bridge it would offer the possibility of opening the extra 2 lanes shortly after the bridge was completed. He also noted that New Westminster realized that a rehabilitated bridge would not meet the long term goal.

He noted that New Westminster was willing to go to the table to meet and discuss a new 4 lane tolled bridge with the potential to expand to 6 lane. However, he posed the question as to why spend the money at this time to build a 6 lane bridge that would not be used. It was also pointed out that New Westminster residents would be concerned that the bridge could be expanded to 6 lanes at any time.

- The Director of Engineering Services, New Westminster, responded to the questions "Would a new 4 lane bridge alleviate traffic?" by stating that if the bridge was tolled a reduction in traffic would be seen and it would not necessarily solve the traffic issues but there would be a reduction as more people would instead travel over the Port Mann.
- The Chair asked if New Westminster had engaged their residents around the question of gas emissions. Councillor Cote stated that time and time again it is seen that more people are on the road and greenhouse gas emission is always a problem.
- Councillor Rasode stated that she found it very concerning that the process TransLink, New Westminster and Surrey have been engaging in has been set aside with New Westminster travelling to other communities rather than moving forward and dealing with Surrey and TransLink. She noted that New Westminster's paper was seen as an attempt to try to get other municipalities to agree to a 4 lane bridge.

Councillor Rasode also noted that New Westminster must see how Surrey is compelled to expand the bridge with the City's ever increasing population and the fact that there are not many transportation options for many residents south of the Fraser.

- Councillor Steele stated that rapid transit and the Patullo Bridge should not be discussed together as they are both important and separate issues.
- The Chair stated that putting aside capabilities of expansion in the future was negligible and that it was imperative to have a structure that can accommodate 6 lanes and future vehicular demands.

Councillor Cote responded that the structure would not be built in a way where modifications could not be completed in the future. It was also pointed out that no prediction could be made on transportation demands of the future as it is unknown what transportation will be like in 50 years.

- It was noted that if the bridge remained 4 lanes, the topic of tolls would enrage residents of Surrey as the Alex Fraser Bridge would be the only way in and out of Surrey without having to pay tolls. It is not just residents but commercial enterprises that need to be considered. There would be more traffic on the Queensborough Bridge if the Patullo Bridge were tolled.

New Westminster sympathized with the tolling aspect and stated that further conversations around this topic were required and that there were opportunities to find ways where road users pay for the structure. Road pricing needs to be researched to find cost effective ways to construct a new Bridge.

- The Chair asked New Westminster about the limited accommodation for truck travel within the City and the policy around banning trucks.

Councillor Cote responded that New Westminster would like to explore the truck traffic issue noting that his City was not convinced that truck movement from Highway 91 to Highway 1, a key goods movement route, was necessary by putting trucks on local New Westminster roads. He noted that there had been a 63% increase on Royal Avenue since the introduction of tolls on the Port Mann Bridge.

- The Chair asked Councillor Cote about the consultants that New Westminster had employed as the City of Surrey had been under the impression that TransLink, New Westminster and Surrey would be working together on the Project - What was New Westminster trying to achieve?

Councillor Cote responded that very early on, New Westminster was trying to determine if the project would have a far greater impact on New Westminster than Surrey in regards to more traffic, more noise etc... New Westminster felt that a long term transportation solution was required and had been trying to understand the issue.

- The Director of Engineering Services, New Westminster, confirmed that a master transportation plan for New Westminster, which included the Patullo Bridge, had already been started.
- The Chair noted the 26 reports, which had been completed, at a cost of millions of dollars, and asked where New Westminster's information had come from in regards to the bridge being rehabilitated and stated that he

was only trying to understand New Westminster's thought process on where this money could be better spent.

Councillor Cote stated that New Westminster recognized what TransLink and Surrey were saying, in regards to rehabilitation, and that it was no longer an option. He noted that discussions should now be held around shared objectives for the replacement of the bridge and New Westminster would like to see an end to discussions and the project moving forward.

- The Chair asked if it was possible to put in a 4 lane bridge with the potential to 6 lanes when needed. Councillor Cote responded that New Westminster would be opposed to the 6 lane proposal at this time but would not close the door on the potential for future expansion to a 6 lane structure.
- Councillor Cote pointed out that New Westminster has taken the position that consultation will not continue unless Surrey is agreeable to a new 4 lane bridge and recognized that the issue is a regional concern and that 100's of millions of dollars are at stake.
- Councillor Steel confirmed to the Committee that she was representing the City of Surrey on the TransLink's Mayor's Council and that it was now the time for New Westminster, Surrey and TransLink to expand the discussions to include the Province.
- The Manager, Transportation noted that the big difference in cost between the 4 lane option and the 6 lane option was a result of New Westminster's request for a tunnel under Royal Avenue right across the City.
- Staff noted that neither a 4 nor 6 lane-bridge will solve the issues being encountered by New Westminster as there is a strong east-west demand across the city. New Westminster's strategy to keep through traffic out of New Westminster by for example reducing the number of through lanes on Royal Avenue have not been successful and are part of the reason for the congestion levels and infiltration onto local roads. It was also noted that the traffic issues in New Westminster are much more significant than they were in 1996 when the traffic volumes across the Pattullo Bridge were actually higher than they are today.
- Councillor Cote thanked the Committee for accommodating the Delegation and stated that he had gained a better understanding of the issues and that this is the time to hold discussions and to move forth with the project. He stated that he was still hopeful that the municipalities will work together to find a mutual agreeable solution.

C. OUTSTANDING BUSINESS

1. Residential Parking Update

File No. 5480-26

The Parking Services Manager was before the Committee to provide a Residential Parking update. The following comments were made.

- Staff evaluated converting streets with no parking restrictions on one side to parking on both sides by making them queuing streets. A number of

potential streets have been identified for conversion to queuing which could provide up to 228 new parking spaces.

The Manager, Transportation, noted the need to be cautious as residents have previously noted that they do not like the queuing streets and thus may not be happy with converting more streets.

- Schools that could be used for overflow parking include Clayton Heights Secondary, which could provide 204 parking spaces and Hazelgrove Elementary which could provide 61 spaces. The School District has been contacted to see if they would be amiable to allowing school property to be used for overflow parking weeknights and weekends. The School District has confirmed that overflow parking could be allowed on school property but stated that insurance and guards would be required to ensure the safety of school property.
- The Committee was informed that to accommodate this requirement it would cost the City approximately \$103,320 per year for the usage of 210 stalls (allowing for school event usage) which averages out to a \$392 per stall per year rental fee.

Councillor Rasode questioned the purpose of guards and noted that where there is traffic in the area it a deterrent to vandals.

The Manager, Transportation stated that as all schools now have gates, which are locked stopping after hour access, the School District was very concerned about vandalism when these gates were open after hours; however, agreed with her perspective and noted that staff would pursue this further with the School District.

It was suggested that tags, assigned to each residents could be issued and the tags could be verified by commissionaires in the area.

- The Clean-Up Your Garage Contest will run from April 17 to May 30 promoting the clean out of garages so cars can be parked within. Pictures of the before and after results are to be uploaded to www.surrey.ca/cleanurgarage. Weekly prizes of \$50 Home Depot gift cards will be drawn weekly and shopping sprees at Home Depot offered in \$2,000 Grand Prize, \$1,500 2nd prize and \$500 as 3rd prize. Recycling options, and charities that will be pick up unneeded items are listed on the site.

Notices about the Clean Up Your Garage Contest will be going out as direct mail and will be advertised in local newspapers. This is a great initiate that may see great results.

- It was noted that currently 8% of the total lane inventory within East Clayton had been signed for No Parking. He noted that in general the ability to park in the back lanes is not even possible in relation to the opposing garages not leaving enough space.

The Chair recognized the President of the Cloverdale Associated who stated that \$25 is the amount of a fine if paid within 7 days and that the No Parking signs are not deterring people from parking in back lanes. Many times when a complaint has been made to the City no one shows up.

The Chair questioned what the fees/fines were for parking illegally in back lanes. The Bylaw Manager responded that the currently fees/fines were \$31 and were currently under review. The Bylaws Manager was requested to

review the fines and to return to the Committee with recommendations for the fees/fines and structure.

- The Parking Manager noted that other jurisdictions had been canvassed regarding transient use ie. Park & Ride problems and no solutions have been found that could be used in these circumstances.

2. **Pattullo Bridge Update**

File No. 5400-05

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

- Staff continue to work with TransLink staff.
- Prior to the Phase II public consultation, TransLink will complete traffic modelling simulations to determine the difference of traffic flows and patterns on both sides of the bridge with different bridge options.
- Staff continue to favour a 6 lane bridge in order to accommodate traffic growth over the 100 year bridge life, to accommodate a direct connection to the SFPR and to avoid congestion related to too many lanes merging at the bridge entrance on both sides of the river.

3. **Rapid Transit Update**

File No. 8630-01

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

- Rapid transit for south of Fraser and the Pattullo Bridge's being reviewed through the weekly meetings of the Mayor's Council subcommittee.
- The next few weeks will see the culmination of the work on the rapid transit and overall TransLink investment plan and will be presented to the subcommittee
- On April 12/13, 2014 TransLink's Mayor's Council is holding a meeting around the transportation needs in the lower mainland and a report to the Committee will be forthcoming.

4. **Truck Parking Update**

File No. 5480-01

The Transportation Manager provided an update on Truck Parking within the City making the following comments:

- The internal review on truck parking opportunities is continuing, including review of Provincial lands along the SFPR that may be appropriate for truck parking.
- Todd Stone, Minister of Transportation and Infrastructure will be meeting with Councillor Gill and staff regarding truck parking.

D. NEW BUSINESS –

1. **Median Restriction** – The Transportation Planning Manager presented the Committee with an update on 3 planned median restriction projects in the City.
 - **Campbell Heights – between 22 and 24 Avenues on 192nd Street** – Development Application 7913-0194-00 to permit a 14,000 sqm multi-tenant industrial building has been submitted.
 - A new full movement access is planned on the east side of 192 Street including a new median and channelized left turn lane.
 - There is a Restrictive Covenant on title for the property on the west side of 192 Street at 2365 192nd Street which restricts the existing full movement access to right in right out only.
 - The Owner(s) of the property at 2365 192nd Street will be notified of the change by the applicant of the proposed development. Other access for the affected property will remain unchanged including those accessible by means of an easement with the neighbouring property.
 - It is important to note that this median restriction is part of a planned broader arterial road access management plan for Campbell Heights.
 - **88th Avenue – west of Bear Creek Park** – Development Application 7911-0120-00 to permit expansion of existing temple. Important to note that significant neighbourhood opposition has been received regarding the 87A Avenue to 88 Avenue connection.
 - Staff is supportive of an access onto 88 Avenue via an existing lane.
 - Widening of the existing lane, and construction of a median on 88 Avenue will be undertaken as part of the development Servicing Agreement.
 - Similar median restrictions are already in place elsewhere along 88 Avenue and U-turn opportunities are available on adjacent local roads
 - Notification of the planned restriction has been given to the 10 affected properties. No comments have been received to date.
 - **104th Avenue and Scott Road Restriction**
 - With the connection of the South Fraser Perimeter Road to Tannery Road, traffic has increased at this intersection and will continue to do so. The City has been successful in securing Federal funding (50/50 cost sharing) for a project to improve safety and operational efficiencies at the intersection.
 - The existing 104 Avenue access will be restricted to Right In/Right Out only due to left turn lane extension with a new raised median. Currently, full movement access is possible on 104 Avenue although this is not considered safe as it occurs within the extents of the left turn lane onto Scott Road.
 - The two current accesses to Scott Road from 10392 and 10398 Scott Road will remain unchanged.

- Objections have been received from the commercial property (Chevron gas station) located at 10398 Scott Road and staff will be contacting them to advise of the planned changes.
 - The Committee raised no concerns regarding the proposed changes, but wanted staff to ensure that appropriate consultation was undertaken.
2. **Engine Brakes** – The Manager, Transportation updated the Committee on the Engine Brakes issues along the SFPR informing the Committee that sound walls and additional signing are currently in the planning stages and that this has been communicated to the residents that have raised the issue.
- The Committee asked that the information be communicated to the Community Association.

E. ITEMS REFERRED BY COUNCIL

No items were referred by Council

F. CORRESPONDENCE

There was not correspondence.

G. INFORMATION ITEMS

There were no informational items.

H. OTHER BUSINESS

There was no other business

I. NEXT MEETING

The next Transportation and Infrastructure Committee will be held on **Monday, May 5, 2014** in room 2E Community Room B, 2nd floor, East Tower of City Hall.

J. ADJOURNMENT

It was

Moved by Councillor Steele
Seconded by Councillor Rasode
That the Transportation and Infrastructure

Committee do now adjourn.

The Transportation and Infrastructure Committee meeting adjourned at 4:35 p.m.

Jane Sullivan, City Clerk

Councillor Gill, Chair