

Transportation and Infrastructure Committee Minutes

Present:

Chair - Councillor Gill
Councillor LeFranc
Councillor Woods
C. Davidson (YR)
R. Dhaliwal (YR)

Absent:

Staff Present:

F. Smith, General Manager, Engineering
J. Boan, Manager, Transportation, Engineering
P. Lee, Rapid Transit & Strategic Projects
Manager, Engineering
P. Bellefontaine, Transportation Planning Mgr.
J. Rehal, Manager, By-Law Enforcement
S. Lau, Manager, Land Development
R. Gill, Current Planning Mgr., North
J. Robertson, Manager, Area Planning and
Development, North Division
J. Magtoto, Engineering Assistant
L. Luaifoa, Legislative Services

A. ADOPTION OF MINUTES

1. The Committee was requested to pass a motion adopting the minutes of June 1 and June 22, 2015.

It was

Moved by Councillor LeFranc
Seconded by Councillor Woods

That the minutes of the Transportation and
Infrastructure Committee meeting held on June 1 and June 22, 2015 be adopted.

Carried

B. DELEGATIONS

1. **Mark Masongsong and Arun Dawit**

In attendance before the Committee to provide a presentation on Re-Zoning Application #7915-0227 (Lots 19356, 19438 and 19474 – 16 Avenue) for a Truck Park.

The following comments were made:

- In 2006, there were 1000 illegally parked trucks on record in Surrey that increased to 1300 in 2015. Truck driver's park in residential communities and farm lands that are not designed for truck parking. This creates safety issues and other various issues for residential communities. In 2005, 2400 bylaw infractions were cited to illegally parked trucks. One issue identified is the long waiting lists for truck parking at the designated truck parking locations.
- Temporary Use Permits (TUPs) were implemented as a temporary solution to deal with the issue of illegally parked trucks. TUPs do not have the same level of requirements for parking such as proper oil catchment or paved

roads and do not have washroom, mechanical, maintenance or washing facilities.

- The City of Surrey requires trucks to use designated truck routes; therefore, parking facilities are limited to where they can be located as they need to be linked to truck routes.
- The delegation noted solutions that the City of Surrey has looked at in the past to try and deal with the truck parking issues. A few examples are as follows:
 - **Use of BC Hydro Land** - The issue with using BC Hydro Lands was raising the hydro towers to create a safety margin for trucks. The cost is significant at \$100,000 per tower. BC Hydro is no longer considering this option.
 - **Use of ALR Land** - The issue with using lands out of the Agricultural Land Reserve (ALR) is that it goes against the City of Surrey's Sustainability Charter and there are risks of damaging soil and water. The Agriculture Land Commission (ALC) also requires that every alternative be exhausted first before this is an option and also compensation would be required.
 - **Allow On-Street Parking in Industrial Zones** - This option has not been implemented due to security concerns by truckers and limited availability of curb space.
- The delegation presented a proposal for a potential one stop shop along 16 Avenue that meets the needs of truckers. The site is located along a designated truck route and is near the US border, Delta Port and the Abbotsford airport. The plan is to use 10 of the 76 acres to create approximately 250 truck parking spaces.
- The proposed site is deemed unsuitable for agriculture and is situated in an area that is not densified. The current adjacent properties limit impact to the local neighbourhood. The land is not in the ALR, which will avoid complications with the ALC, and the proposal includes plans for world class environment protection of the nearby Little Campbell River.
- The proposal includes the availability of amenities for trucks such as; washing, maintenance and repair facilities. The well-lit, secure lot will also include washroom facilities and office space for truckers.
- An option for consideration is a Co-Op or fraction of ownership. The cost of one acre is high and likely not viable for most small business owners. If 25 truck driver's pool together and collects \$50, 000 (includes \$10,000 for land improvements) from each person, the purchase of a parking spot becomes much more achievable.
- Market rate pricing avoids City subsidization challenges, while ensuring long term sustainability. City staff have suggested that around \$300 per month would need to be achieved for proposals of this type to be successful.
- The delegation is requesting that the TIC recommend that a letter be sent to Minister Todd Stone to inquire about whether or not he is opposed to the proposal. In addition, the delegation is seeking endorsement from the

TIC to move this application forward to Council for consideration and amend the OCP to reflect the land be considered for industrial use.

The Committee discussed the recommendations of the delegation and the following comments were noted:

- The Chair requested an update from staff on the land use planning process for this particular area. Staff noted that an application had been received and was in the preliminary stages of review. Council had previously directed staff to develop a terms of reference for the Campbell Heights Local Area Plan within which this application is located. The truck park application would be reviewed within the context of this Area Plan.
- The Committee was in support of a letter to be forwarded to Minister Stone enquiring about his support of the truck park proposal.
- This item will be brought forward to a future TIC meeting.

It was
Moved by Councillor LeFranc
Seconded by Councillor Woods
That the Transportation and Infrastructure
Committee endorses a letter being forwarded from the Chair of the
Committee to the office of Minister Stone to confirm whether the Ministry
of Transportation is not opposed to the proposal.

Carried

2. Ron Gill, City of Surrey

The Current Planning Manager - North, provided the Committee with an update on the Fleetwood Town Centre Proposed Road Network and Land Use Amendments.

The following comments were made:

- The existing Fleetwood Town Centre plan was approved in 2000 which set out the land use, density and a road network to guide future development in the town centre area. In February, 2014 Council passed a resolution authorizing staff to review and update the City's towns centre plans which, included Fleetwood. This work is ongoing.
- The purpose of the proposed amendment is to specifically deal with the triangular area east of 164 Street, west of 168 Street, south of the Fraser Highway and north of 80 Avenue. The existing Fleetwood Town Centre plan identifies a future road connection, 81A Avenue, which extends in the south east direction from 164 Street down to 80 Avenue. The future road will run diagonal through multiple properties in the area and form a boundary between two land use designations. Multiple residential on the north side and single family residential on the south side.

- The Fleetwood Town Centre plan also identifies a multi-use pathway 16.5 m wide which provides pedestrian access from 81A Avenue to Fraser Highway and the Surrey Sport and Leisure Complex.
- Of the properties designated for townhouses in the plan, the property west of the multi-use pathway has redeveloped for a 36-townhouse project. The remainder of the land is undeveloped. One of the challenges is due to land assembly necessary to deliver the road.
- Currently, there are 4 development applications in process (two are east side of pathway). As part of one of the applications, the Engineering Department identified the need to convert the multi-use pathway into a road connection in order to provide additional connectivity to the area specifically, Fraser Highway at 166 Street. This project has third reading from Council.
- As part of the development application further to the east, the developer requested that staff review the road network to consider alternative options due to the challenges of the land assembly necessary to deliver the road. In response, staff developed two options for consideration.

Option 1:

- Provides optimal connectivity in the area
- Preserves many of the same aspects of the original town centre plan except the previous pathway on 166 Street is now shown as a through road connection and 81A Avenue is maintained as a road
- Vehicular crossing of the future multi-use greenway along Fraser Highway at only one location

Option 2:

- Sacrifices connectivity in the area but is more accommodating for development
 - Through road connection at 166 Street, from 81A Avenue to Fraser Highway.
 - 81A Avenue as a through road to 80 Avenue has been eliminated. A new north south road; 166B Street has been added which will be split between existing property lines and will be limited to a right in, right out access to Fraser Highway
 - Area designated for townhouses is increased
 - Vehicular crossings of the future multi-use greenway along Fraser Highway at two locations instead of one
 - Offers more flexibility for property owners to redevelop independently
- As part of the development application immediately east of 166 Street, the City agreed to secure the right of way from the existing townhouse development in order to develop the grove. Engineering staff agreed to this process as it would provide benefit to the residents in the area with improved connectivity.

- Staff met with the Strata Council of the development in June of last year and the Strata Council did not express immediate concerns. Staff intended to attend the AGM to speak to owners about the road, however, that process was put on hold due to possible changes to the road network.
- A public information meeting was held on June 16, 2015. Of the 25 attendees, 17 submitted feedback forms. 7 property owners preferred Option 2, and 3 property owners preferred Option 1. 2 letters from directly affected homeowners stated they preferred Option 2.
- Subsequent to the public information meeting, staff developed an Option 3, which is a slight modification of Option 2. Option 3 cleans up the lane configuration on the east side of 166 Street to provide a more reasonable lane network and to minimize the impact on individual properties. A flex designation was also added to allow Single Family or Multi-Family Townhouses in a duplex form, on this portion of the land.
- Based on the feedback from residents, staff will prepare a Council report for the July 27 meeting recommending that Council amend the town centre plan in order to support Option 3. Option 3 provides the recommended extension of 166 Street and has been endorsed by the majority of property owners in the area that attended the information sessions. Option 3 also provides the connection of 166 Street and a secondary connection to Fraser Highway.
- The Chair recognized the difficulty of acquiring land parcels required to have the dedications of a road network and is pleased with the recommendations staff provided for consideration.

The Chair thanked staff for their presentation.

C. OUTSTANDING BUSINESS

1. Transit Update

File: 8310-01

The Manager of Rapid Transit & Strategic Projects provided the following update to the Committee on Transit:

a) Surrey LRT Project

- Progress on the Surrey LRT project continues with expected completion of the design by the end of August.
- Phase 3A will deliver a reference concept design with a +-30% cost estimate.
- The goal is to come up with a cost estimate +-15% to use for the business case.

- P3 business case to be completed and delivered to PPP Canada by March, 2016.
- Despite the outcome of recent plebiscite, the technical work of the program is continuing.

b) **Bus Transit**

- Staff is working with TransLink to optimize bus routes in South Surrey by adjusting some of the smaller bus routes without affecting bus hours.
- Recently, TransLink published their Bus Service Performance Review. The bus boarding in Surrey has grown 20% in the last five years and the growth of ridership in Surrey accounts for 60% of the growth in the region.
- The Committee inquired about a previous request that went to the TIC for more transit service in the Douglas area. Staff noted that the request was reviewed and TransLink was also contacted. TransLink was unable to commit to more bus hours to service the area.

The agenda was varied.

D. NEW BUSINESS

1. Reinstatement of 2-Way Traffic: 135A Street, 106 to 108 Avenue

The Manager of Transportation provided a presentation to the Committee on the Reinstatement of 2-Way Traffic: 135A Street, 106 to 108 Avenue.

The following comments were made:

- In 2003, this location was assessed in depth by the City and RCMP, due to the social challenges within that area. The conclusion was to limit traffic to one direction.

The downtown BIA has recently requested that 2-way traffic be re-introduced and have received endorsement from the RCMP.

- The benefits of a 2-way road include; better integration with neighbourhood streets, increased vehicle access and circulation, supportive of enforcement efforts and improves access to businesses.
- Staff recommends that 2-way operation be re-introduced on 135A Street between 106 Avenue and 108 Avenue with boulevard tree planting and continued police patrols and City maintenance efforts. Staff will also continue to monitor the street to see if further actions are required.

Implementation of the 2-way operation will include the removal of barriers and signage, new pavement markings and parking retained on both sides.

- Other enhancements of the area include lifting tree canopies, future boulevard tree planting, daily engineering operations inspections and maintenance and weekly high pressure washing and sweeping with daily security bike patrol, By-Law and RCMP presence.

It was Moved by Councillor LeFranc
 Seconded by Councillor Woods
 That the Transportation and Infrastructure
 Committee endorse staff's recommendations to:

1. re-instate 2-way traffic on 135A Street
2. proceed with boulevard tree planting
3. continue police and maintenance efforts; and,
4. continue monitoring the street

Carried

2. Pattullo Bridge Update

File: 5400-05

The Manager of Rapid Transit & Strategic Projects provided an update to the Committee on the Pattullo Bridge.

The following comments were made:

- Staff continues to work with TransLink to develop the traffic management plan for the bridge refurbishment work which will result in the closure of one lane in each direction on the bridge starting mid 2016.

3. Traffic Calming Update

As follow-up to a request made at the June 22 TIC meeting, the Transportation Planning Manager provided the following presentation on Traffic Calming in Lanes and roads fronting Schools/Parks:

- The benefits of the Traffic Calming program include; reduction of vehicle speeds and improved respect for and adherence to speed limits. Too much traffic calming can affect the response time of emergency services and can affect the wear and tear on transit vehicles.
- Only Lanes and Local Roads are candidates for traffic calming, with the exception of Collector Roads with 30 km/h School Zones. Volume threshold is a speed threshold which is 10km/h above statutory speed limit of 50 km/h. The program is driven by community requests through petitions. Every request goes through a process of consultation with emergency services and community consultations.

- The public have been broadly supportive of the program over the years and there have been no issues with transit or the emergency services.

Lanes:

- In the last 10 years, there have been 65 resident requested projects for traffic calming.
- The City has an on-going program of traffic calming in new subdivisions through the land development process
- Lanes where traffic calming doesn't exist have 85th %ile speeds of 29 km/h compared to 23 km/h in lanes that have traffic calming.
- Staff completed a recent municipal review on lanes as requested of the TIC and noted the following information:

| Municipality | Traffic Calming in Lanes? | Height | Spacing | Detail |
|-----------------|---------------------------|--------|---------------------|--------|
| Surrey | YES | 80 mm | 50 - 100m | Hump |
| North Vancouver | YES | 50 mm | 40m | Bump |
| West Vancouver | YES | 80 mm | Entrance/ Exit Only | Hump |
| Burnaby | YES | 50 mm | 40m | Bump |
| New Westminster | NO | N/A | N/A | N/A |
| Vancouver | YES | 100 mm | 30 – 50m | Hump |

Delta, the City of Langley, Langley Township and New Westminster have no traffic calming in lanes.

- Staff recommends there be no change to the current practice, that humps continue be 80 mm height and the spacing remain consistent (50-100 m).
- Staff identified the potential for a pilot project to initiate traffic calming with humps that are up to 100 mm in height should the Committee support this.
- The TIC confirmed that it supported a pilot project for traffic calming to install humps that are up to 100 mm in height at the discretion of staff.

Playgrounds/Parks

- In Surrey, there are 189 parks with playgrounds. Almost 80% of those have a reduced 30 km/h speed limit. Speed limits through parks are determined by a range of criteria; the size of the park, road classification, where the playground entrance and gateways are located and whether there are sidewalks and fencing.

- The Committee, along with staff, looked at the potential for traffic calming in playground zones a couple of years ago and at that time, the focus was placed on school zones. One of the concerns regarding traffic calming at playgrounds was “Dawn to Dusk” use vs 24 hours traffic calming. Experience at schools has shown this not to be an issue.
- The Safe and Active Schools program identified nearly 500 projects at 150 schools in Surrey (elementary, secondary and private) and in 2014; \$4.1 million dollars was invested in projects at 21 schools. There has not been any negative feedback on the traffic calming projects.
- The current traffic calming assessment approach does not provide for 30km/h zones.
- Staff recommended the following:
 - the threshold be changed to permit residents to request traffic calming on local roads with a 30 km/h playground zone, subject to the appropriateness of the 30 km/h zone being confirmed through a warrant review.
 - the 30 km/h for playgrounds on collector roads stays as is with no traffic calming permitted.

It was

Moved by Councillor LeFranc

Seconded by Councillor Woods

That the Transportation and Infrastructure

Committee endorse the following staff recommendations for traffic calming:

- the threshold be changed to permit residents to request traffic calming on local roads with a 30 km/h playground zone, subject to the appropriateness of the 30 km/h zone being confirmed through a warrant review.
- the 30 km/h for playgrounds on collector roads stays as is with no traffic calming permitted.

Carried

2. Pedestrian Walkway Connection – 62 Avenue at Highway 15

The Manager of Transportation provided a presentation to the Committee on the planned Pedestrian Walkway Connection - 62 Avenue at Highway 15.

The following comments were made:

- A development application for a 2-lot split went to Council in June, 2014 for a house to be adjusted to the required setbacks to accommodate the planned walkway that would extend out to Highway 15. The development is on the west side of Highway 15. This application provided the balance of the right of way for the construction of a pedestrian walkway with the other half of the right of way having been provided as part of a previous development application in 2004.

- The City received a petition from residents, supported by The Cloverdale Community Association (CCA), to not construct the walkway. The petition was signed by 18 homes in the area citing concerns with potential parking issues, increased criminal activity and the change to the character of the cul-de-sac.
- Staff noted a number of benefits to be considered from opening the walkway including the connection to nearby amenities namely the Cloverdale Fairgrounds, the community centre and also the highschool on 62 Avenue at 180 Street. The walkway aligns directly with 62 Avenue where a safe pedestrian signalized crossing exists. This is also the location of a bus stop. Without the walkway residents would have to walk considerable additional distance which would discourage some from walking.
- Staff sent out 235 letters and an online City Speaks surveys to each home within approximately 400 m of the location. Few responses were received with 5 residents opposed to the walkway and 11 residents supporting opening the walkway.
- Staff noted that the walkway provides many community benefits and supports City goals and plans. The north half of the walkway has been protected since 2003 and has always been intended for the planned walkway. Staff noted that various controls and other measures can be implemented to mitigate parking concerns.
- Staff recommended opening up the walkway and are requesting the endorsement of the TIC.
- The Chair commented that it was important to achieve the dedications for the future walkway to allow construction at a future date given the current concerns of residents. The Chair asked where the costs associated with the future walkway will come from and staff responded that the applicant to the south will cover those costs.
- The General Manager of Engineering noted that one of the difficulties is residents encroaching on the area.
- Councillor LeFranc expressed support for constructing the walkway; however, recognized that the residents within the cul de sac are not in support of the walkway. Councillor LeFranc further noted that the walkway provides the opportunity for residents to utilize bus service.
- Councillor Woods commented that the walkway enhances safety in the area due to the limited access to 176 Street around 62 Avenue. Residents are continuously jaywalking and the walkway could potentially help to address that issue.
- The Committee asked that staff undertake further dialogue with the community on the issue.

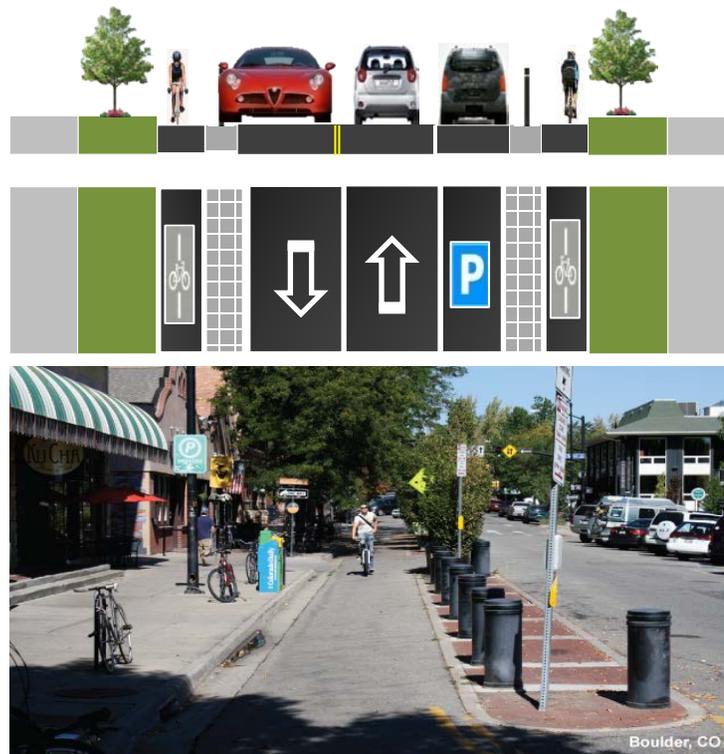
3. Cycling Strategy Update

The Transportation Planning Manager provided a presentation for information to the Committee updating bicycle planning for the City and highlighting a specific project planned for 105A Avenue in the City Centre.

The following comments were made:

- The 2012 Cycling Plan and 2012 Greenway Plan were both adopted by Council and have received positive feedback.
- The purpose is to expand the network to increase ridership and improve safety for cyclists. In the past 5 years, there is approximately 100 km of new cycling routes with 70 km being on street and 33 km off street. The City target of 12 km expansions per year has been exceeded in the last few years. For example in 2014, 16 km of the bike network was created.
- There are three broad categories of cyclists that are comfortable and willing to cycle in all traffic conditions; others who are not interested in cycling and never will be; and those who are interested in cycling and if conditions are right will ride a bike. The latter group is the largest and represents our target group in terms of developing cycling infrastructure that is safe and comfortable to use.
- There are many initiatives being undertaken in the City to help increase ridership and improve safety for cyclists. A few examples are:
 - Bike Push Buttons
 - Greenway Crossing upgrades
 - Bike to School Training for all Grade 4 and 5 children in Surrey
- Cycle tracks are bike lanes that are separated from traffic. There are different ways to achieve separation including; raised boulevards, painted buffers, parked cars, bollards or planters. Cycle tracks can either be one-way or two-way. One-way tracks integrate with on-street bike lanes and two-way cycle tracks can pose operational challenges at intersections.
- The benefit of cycle tracks is that they improve comfort and they separate vehicles, cyclists and pedestrians. Cycle tracks discourage riding on the sidewalk and reduce pavement width for vehicles. The Manager of Transportation Planning provided photo examples of different cycle tracks in Burnaby, Vancouver and Portland, Oregon.
- Surrey believes there is potential for cycle tracks in the City Centre. As a result of work done with the LRT corridors, opportunities for cycle tracks were identified. There will be more opportunities identified as new arterial roads are built or widened through major road construction.
- In Clayton, on 192 Street, a separated cycle track was put in place as a pilot project and due to constrained space some compromises had to be made in the design of the project. As a result, concerns have been raised by a number of residents.

- The City is developing a project in the City Centre on 105A Avenue with enhanced cycle tracks to better protect cyclists and provide greater clarity for drivers wishing to park along the street. New traffic signals at University Drive and Whalley Boulevard will have full cycling facilities and will be linked by a new cycle track on 105 A Avenue.
- The following is an example of the proposed project for 105A Avenue Cycle Tracks:



- The Committee made a number of comments on the existing 192 Street project including the narrowness of the travel lanes for drivers. Staff noted that the project was a pilot and that it was chosen as a location given the street will likely be changed to a standard 4 lane arterial road in the next 2 years.
- Construction for the project on 105A Avenue will begin in August or September.

E. CORRESPONDENCE

There was no correspondence.

F. INFORMATION ITEMS

There were no information items.

G. OTHER BUSINESS

There was no other business.

H. NEXT MEETING

The next meeting of the Transportation and Infrastructure Committee is scheduled for **Tuesday, September 8 @ 2:30 pm** City Hall, 2E Community Room A.

I. ADJOURNMENT

It was

Moved by Councillor LeFranc
Seconded by Councillor Woods
That the Transportation and Infrastructure

Advisory Committee meeting do now adjourn.

Carried

The Transportation and Infrastructure Advisory Committee adjourned at 4:30 pm.

Jane Sullivan, City Clerk

Councillor Gill, Chair