

Transportation and Infrastructure Committee Minutes

Present:

Chair - Councillor Gill
Councillor LeFranc
R. Dhaliwal – Youth Representative

Absent:

Councillor Woods
C. Davidson – Youth Representative
P. Bellefontaine, Transportation
Planning Manager

Staff Present:

F. Smith, General Manager, Engineering
J. Boan, Manager, Transportation
P. Lee, Rapid Transit & Strategic Projects Manager
D. Harkness, Parking Services Manager
E. Taha, Transportation EIT
D. McLeod, Project Engineer
S. Fillion, Manager, Financial Services
L. Luaifoa, Legislative Services

A. ADOPTION OF MINUTES

1. The Committee was requested to pass a motion adopting the minutes of December 7, 2015.

It was

Moved by Councillor LeFranc

Seconded by Councillor Gill

That the minutes of the Transportation and
Infrastructure Committee meeting held on December 7, 2015 be adopted.

Carried

B. DELEGATIONS

1. **Key TransLink Projects and Planning Initiatives**

File:

Jeff Busby, Acting Director, Infrastructure Program Management and Geoff Cross, Director, Strategic Planning and Policy, TransLink, presented a brief update on planning initiatives and key projects of TransLink.

The following comments were made:

- TransLink remains committed to the delivery of the Mayors' Council Plan. The issue of long term sustainable funding is critical, however, TransLink continues to move forward and work diligently to improve its transportation system.
- Some of the efforts Translink is working on to improve the transportation system include: advancing Major Projects, strategy and policy development and managing the system.

- The following strategies and policies are being developed and/or reviewed:
 - Fare Policy Review
 - Transit Ridership Growth Strategy
 - Mobility Pricing
 - TDM Strategy
 - Goods Movement Strategy
- Plans to improve the system include:
 - Area Transport Plans
 - Evergreen Extension and Bus Integration – changes to bus route and service to coincide with the Evergreen Extension opening in 2017
 - Bus Network Consultation – consultation of 85 proposed service changes
- Major Projects include:
 - Broadway Subway
 - South of Fraser Light Rail Transit
 - Pattullo Bridge Replacement
 - All Major Projects have been screened in for federal funding with P3 Canada. Also, TransLink will be investing 40 million dollars for the planning and design of the Major Projects with assigned project teams.
- Understanding and Managing the System includes:
 - Transit Service Performance Review
 - Compass System and Usage Data
 - The program is rolling out and is moving along smoothly.
 - Each time a rider uses their card, the information about the users' trip is recorded. That information is fed into a model to help understand how people travel and what would happen if pricing structure changes.
 - Regional Transportation Model upgrades
- The Committee questioned what the outcome might look like if rates were decreased for transit users. The delegation noted that the more a fare rate decreases, ridership may be stimulated; however, subsidy from elsewhere must be secured.

The delegation was thanked for their presentation.

2. Shade Tree Management Plan

File: 6300-01

Owen Croy, Manager, Parks, presented the Shade Tree Management Plan to the Committee.

The following comments were made:

- The City of Surrey began planting street trees and shade trees in the 1970's. Every street tree that the City has planted has been inventoried. A database with considerable information on each tree is available through the City's GIS system.
- Until recently, there has been no consolidated comprehensive plan in place for the management of the City's street trees and park shade trees. The Vision of the Shade Tree Management plan is to protect trees and replace trees that are lost due to disease. Realistic goals have been set and measurable objectives with timeframes and deliverables that the City can gauge throughout the 20-year plan.
- The four primary goals of the plan are as follows:
 1. Protect, enhance, and increase the number of the City's shade trees.
 2. Manage the City's shade trees to achieve conservation goals defined in the Sustainability Charter, Climate Adaptation Strategy, and Biodiversity Conservation Strategy.
 3. Develop and maintain strong community engagement, stewardship, and education programs that encourage support for the City's shade trees.
 4. Carry out best management practice for shade tree health and risk management in the interest of public safety and public health benefits.
- The City is currently at 5.7% tree canopy coverage. The target for tree canopy cover in Surrey within ten years is 6.5% and will be achieved by:
 - Planting new street trees in older neighbourhoods
 - Planting new park trees in existing parks
 - Planting the largest tree possible in each planting location
- In response to a question from the Committee, the Manager, Parks responded that when identifying what trees are planted in Surrey, staff look at the potential space first, and take into consideration power lines, proximity of buildings and other infrastructure etc. Other factors include whether the trees are drought resistant, the leaf litter, or the fruit drop etc.

The Chair thanked staff for the presentation.

It was Moved by Councillor LeFranc
Seconded by Councillor Gill
That the Transportation and Infrastructure
Committee endorse the Shade Tree Management plan as presented by staff.
Carried

C. OUTSTANDING BUSINESS

1. Pattullo Bridge Update

File: 5400-05

The Rapid Transit & Strategic Projects Manager, provided a verbal update on the Pattullo Bridge.

The following comments were made:

- The bridge rehabilitation project focuses on the replacement of the bridge deck and will commence on April 29 and end on October 3.
- TransLink is committed to maintaining one-lane per direction operation during the project but will allow for full closure two nights a week from 8 pm and re-opening one lane in each direction, at 5 am the following morning. Also, full closure will be allowed one weekend per month from Friday at 8 pm to Monday at 5 am.
- Truck movement will be allowed during the construction with pedestrian/bike access fully maintained throughout the project.
- The Ministry of Transportation and Infrastructure has expressed concerns that the bridge closure may affect the SFPR and Highway 1. Staff is currently working closely with the Ministry to finalize the traffic management plan. TransLink is scheduled to appear at April TIC meeting to present the full communication plan before the start of the closure.
- Bridge Replacement – Staff is working with TransLink on the Bridge Replacement Project and providing input to the connections of the south side. Criteria will be developed to determine the criteria and conditions for the expansion from a 4-lane bridge to a 6-lane bridge.

2. Transit Update

File: 8310-01

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

Bus Transit

- In January, TransLink informed staff that the new articulated buses for Surrey's B-line have arrived and placed into service in February. The new buses replaced 12 older articulated buses which will be decommissioned.
- LRT design work for the L-line is continuing. The objective of the current design is to achieve + or - 15% cost certainty that is required for the P3 Canada business case.
- The design work on Fraser Highway is expected to begin shortly. The Mayors' Council plan states that the L-line will be the first to be constructed followed by Fraser Highway.
- The Committee noted that they would like to see a longer term vision beyond the current plans for the L-line and Fraser Highway Line to better understand future extensions and connections and how it will all fit together.

3. Surrey Bikes – Cycling Moving Forward

Ehab Taha, Transportation EIT, provided a presentation on bicycle planning for Surrey.

The following comments were made:

- There are different types of cyclists in Surrey. 25% of cyclists are what could be described as “confident” meaning they are comfortable cycling with other traffic without physical separation. There is approximately 25% who will never cycle and 50% who are “interested but concerned” meaning they would cycle, or cycle more if there were better and safer facilities. The City's objective is to try and provide facilities to target that 50% of people who are interested in cycling but have concerns as there is a large potential to increase cycling within this group.
- Surrey has a large and growing network of cycling facilities including on street bicycle lanes, greenways and multi-use paths and on low traffic roads, shared vehicle/cyclist routes.
- Surrey's existing cycling network also has 1 km of cycle tracks. Cycle tracks are a designated facility for cyclists that involve separation from vehicle traffic by means of curb, parked vehicles, bollards or planters, etc. This type of facility is used by both confident cyclists and importantly the interested but concerned.
- Benefits of cycle tracks include: increased separation between all modes of travel, safety and comfort of cyclists, and discouragement of cycling on sidewalks. Cycle tracks are also the highest level of AAA (All Ages and Abilities) facility and are highly recommended by Industry Standards.

- San Francisco, Seattle and Toronto are a few cities that have successfully implemented cycle tracks. Surrey is fortunate to be able to build new roads from scratch and incorporate these cycle tracks from the beginning rather than spending millions of dollars to retrofit.
- Cycle tracks in Surrey are planned for the City Centre and will be included within the road design standards as part of the upcoming City Centre Land Use Plan. They are also planned to be developed for the future LRT Corridors and connecting corridors between Town Centres. Other opportunities for cycle tracks will be with new arterial road widening projects and reconstruction projects where appropriate taking into account local conditions and the adjacent cycling network.
- A new cycle track project has recently been completed on 105A Avenue between University Drive and Whalley Boulevard within the City Centre. This project was part funded through the Provincial “Bike B.C” Program.

It was

Moved by Councillor LeFranc

Seconded by Councillor Gill

That the Transportation and Infrastructure

Committee endorse:

- a) Incorporation of cycle tracks into City Centre standards
- b) Achieve new cycle tracks along LRT corridors; and
- c) Evaluate new arterial and collector road construction projects as potential sites for cycle tracks.

Carried

4. 100 Avenue: 138 Street to 148 Street Upgrading and other LRT Supportive Capital Projects

Douglas McLeod, Transportation Engineer, provided a presentation on a number of Capital Projects being planned related to the future LRT Project.

The following comments were made:

- LRT Supportive Capital Projects are included in the Engineering Department’s 10-Year Servicing Plan and relate to proactive improvements on routes adjacent to the planned LRT corridors. These projects are intended to enhance the connectivity and capacity of adjacent routes for traffic diverting away from the LRT corridors due to project construction impacts, temporary road closures and longer term interim reduced vehicle capacity on 104 Avenue.
- Examples of planned future projects that will support LRT are:
 - Connection of Whalley Boulevard in 2018 between Fraser Highway and 96 Avenue.
 - Widening of 140 Street between 88 Avenue to 92 Avenue and between 100 Avenue and 105A Avenue.
 - Connection of 105A Avenue between Whalley Boulevard and 144 Street.

- The 100 Avenue road widening project is being undertaken due to increasing traffic volumes, to service growth in the City Centre and Guildford and to provide a cycling connection between Holland Park, Green Timbers and Guildford. The project also supports the future LRT project by providing a detour route during LRT construction, and providing capacity to carry 45% of 104 Avenue traffic.
- The 100 Avenue project details are as follows:
 - Widening from 2 lanes to 4 lanes
 - Centre median and left turn bays
 - Sidewalks integrated with Urban Forest walking routes
 - Cycling infrastructure (cycle tracks)
 - Signalized intersection of 144 Street
 - The design work is underway with construction planned for 2017.
- Considerations for the project include:
 - 45 m of road allowance was provided as part of the Green Timbers Urban Forest By-law. This exceeds typical arterial road standards.
 - There are a number of significant trees within the road allowance and some will be affected by the planned project. Through detailed design, efforts will be made to minimize this impact.
 - Potential impact on wildlife. An assessment of wildlife is being undertaken as part of the project design.
 - Involvement of the Green Timbers Heritage Society (GTHS), Green Timbers Urban Forest Advisory Committee (GTUFAC) and residents fronting 100 Avenue. Staff have met with the GTHS already and further meetings are planned.

It was

Moved by Councillor LeFranc

Seconded by Councillor Gill

That the Transportation and Infrastructure

Committee endorse:

- a) 100 Avenue road widening project in-principle;
- b) Cycle tracks as cycling facilities along the corridor;
- c) Walking facilities on both sides;
- d) Green Timbers Heritage Society as stakeholder in process for
 - Maximizing opportunities for tree protection
 - Locating wildlife crossing
 - Identifying opportunities to improve and enhance park

Carried

5. Guildford On-Street Pay Parking Update

Dave Harkness, Parking Services Manager, presented an update on Guildford On-Street Pay Parking.

Note: The TIC requested that meetings be held with residents and local businesses in the Guildford area and that a review of parking issues surrounding Guildford Community Centre be completed. Staff were asked to provide an update to the TIC.

The following comments were made:

- The core area of pay parking in Guildford is between 152 Street and 154 Street from 105 Avenue to 104 Avenue (to the south) with a total of 995 off-street pay parking spaces.
- One issue is on-street, time controlled parking and users, mostly employees and visitors to adjacent commercial and medical offices are ignoring the posted time limits. These time limits are designed to encourage turnover and maximize availability.
- Surveys over 4 days during morning and evening using License Plate Recognition vehicle determined that a maximum of 83% of vehicles stay in excess of the posted limits.
- Original recommendations included implementation of metered parking on 105 Avenue and preservation of areas frequently used by residents (153 Street and 152 Street north of 105 Avenue and north side of 105 Avenue after 5 pm).
- The area has been evolving with additional pressure on on-street parking due to the Guildford Community Centre implementing parking controls, the increase of density in Guildford, which brought in approximately 300 units, and the overflow from the nearby development, in particular the staff parking from the corporate center.
- The City is concerned with the on-street parking restrictions not being observed. It is impossible for Bylaws to be able to keep up with the turnover and to be in the area frequently enough to ensure the posted time limits are adhered to.
- Staff met with 12 businesses, residential developments/stratas and the community recreation centre.
- Based on these consultations and the feedback received, staff recommend the following:
 - Implement metered parking controls on 105 Avenue in business adjacent spaces;
 - Transfer 8 meters recently decommissioned in Newton; and
 - Preserve 152 and 153 Street north of 105 Avenue as unrestricted to better accommodate resident needs.

It was Moved by Councillor LeFranc
Seconded by Councillor Gill
That the Transportation and Infrastructure
Committee endorse the following recommendations provided by staff:

1. Implement metered parking controls on 105 Avenue in business adjacent spaces;
2. Transfer 8 meters recently decommissioned in Newton; and
3. Preserve 152 and 153 Street north of 105 Avenue as unrestricted.

Carried

D. NEW BUSINESS

E. CORRESPONDENCE

F. INFORMATION ITEMS

G. OTHER BUSINESS

Port Mann Toll

The Committee inquired with staff about the cost of tolling for the Port Mann Bridge and whether a flat levy is too costly for administration fees. Staff to provide information about the cost of tolling at a future TIC meeting.

H. NEXT MEETING

The next meeting of the Transportation and Infrastructure Committee is scheduled for Friday, April 15 @ 2:30 pm City Hall, 2E Community Room A.

I. ADJOURNMENT

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

Carried

The Transportation and Infrastructure Advisory Committee adjourned at 4:20 pm.

Jane Sullivan, City Clerk

Councillor Gill, Chair