

# *Transportation and Infrastructure Committee Minutes*

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**Present:**Chair - Councillor Gill  
Councillor Rasode

Seniors Liaison: Councillor Steele

**Absent:****Staff Present:**J. Boan, Transportation Manager  
P. Bellefontaine, Transportation Planning Mgr.  
P. Lee, Rapid Transit & Strategic Projects Mgr.  
L. Luaifoa, Legislative Services**Guests:**

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**A. ADOPTION OF MINUTES**

1. Minutes of the May 13, 2013 meeting to be adopted.

It was

Moved by Councillor Rasode  
Seconded by Councillor SteeleThat the minutes of the Transportation and  
Infrastructure Committee meeting held on May 13, 2013 be adopted.Carried**B. DELEGATIONS**

1. **Darren Woodworth, Senior Project Manager, TransLink**

In attendance to provide an update on Pattullo Bridge.

The delegation made the following comments:

- The bridge is 76 years old and experiencing structural and foundation issues as many components have passed its useful life.
- TransLink has formed a partnership with Surrey and New Westminster to work together to review replacement or rehabilitation of the bridge.
- Seismic upgrade funding has been allocated for \$150 million dollars. The design will take approximately 12-18 months and 1 to 2.5 years to implement seismic construction. In total, the project would take 3 to 3.5 years to complete. The upgrade will happen regardless of the results of the strategic review.

The Committee made the following comments:

- The Committee questioned if the City of Surrey is expected to pay any portion of the seismic upgrade costs. Staff confirmed there would be no cost to the City of Surrey.
- The Committee expressed concern for the process and expenditure of this money on a bridge that may be replaced as part of the overall Pattullo project.

- The Committee noted the disconnect in that TransLink is saying the bridge is safe but at the same time moving forward with this rehabilitation project.
- TransLink noted that the bridge is safe to use and there are a number of different seismic upgrades available. The upgrade may not cost the full \$150 million.
- TransLink noted that the bridge is continually monitored with annual inspections and monitoring of the scouring of the bridge. TransLink will work with Surrey and New Westminster to coordinate the best time to perform the repair work.

Staff provided a list of future agenda items for Transportation and Infrastructure Committee (TIC) meetings:

1. 156 Street/Highway 1 Bus Stops
2. Transit requirements for Overwaitea Development at 104 Avenue/156 Street
3. Fraser Highway Route 502 – status of Surrey request for additional stops
4. Surrey Rapid Transit Study – progression to design and implementation
5. Regional Strategic Plan – (long-range plan) timeline and delivery
6. Sustainable and equitable funding for transportation investment in the region
7. New bus Garage Planning for South of Fraser
8. Bus Exchange Planning (all exchanges)
9. MRN Minor Cap Funding Current Status and Future Plans
10. 16 Avenue/Highway 99 Interchange Funding – Potential for 2014 Major Capital Funding

- Newton Bus Loop Update was added to the list of future agenda items.

Topics for the next TIC meeting agenda were identified as follows:

- Newton Bus Loop Update
- 156 Street/Highway 1 Bus Stops
- Transit requirements for Overwaitea Development at 104 Avenue/156 Street
- Regional Transportation Study

The Committee supported a new process whereby the agenda items for the following meeting would be agreed upon at each TIC meeting

**2. Gavin Davies, Vice President, CAW 111**

In attendance to present issues with Surrey's Bus Services.

The delegation made the following comments:

- Our members and passengers face a lot of issues on the road including pass ups and buses not showing up or arriving late. There are a large number of constituents not getting from point A to point B.
- According to Coast Mountain reports, from January to May, there were 1000 incidents where buses didn't show up due to service interruptions.

- The optimization program states a reduction of recovery time of 12 – 20 minutes for a bus to get back on schedule. It is currently 6-8 minutes. It does not help when buses are 20-30 minutes behind schedule.
- The #320 and #321 shows 90 pass ups on average per month. There are often lineups on the #337 and #502 routes. Currently, the #502 has almost 50 stops a day with pass ups. There are numerous people at those stops.
- When a stop is passed by, the next bus typically arrives 7 – 11 minutes later.
- With Rapid Transit, additional bus service will be added to a roadway that can't handle it anymore. Buses are just sitting in traffic.
- Another issue is the lack of spare buses. There are 188 NOVA buses out of Vancouver, Burnaby and North Vancouver. Surrey and Burnaby have 5-6 spares but most are being worked on. Port Coquitlam had to borrow buses from other transit centres and use community shuttles. It was suggested to purchase buses from the U.S.

Staff made the following comments:

- Surrey has signed an agreement with TransLink to implement transit priority on King George Boulevard at 76 Avenue and 88 Avenue for the new B-Line planned for this fall. These will be similar to what is in place at King George Boulevard and 96 Avenue.

The agenda was varied.

#### 1. **Pattullo Bridge Update**

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

- The first round of consultations was launched June 3-28 with a media conference and live websites.
- 6 public open houses and 4 small group meetings are scheduled with an additional 2 small group meetings to meet public demand.
- To date, all meetings have been well-attended.
- Staff reported on the open house at SFU on Saturday, June 8. There were 70 people in attendance with good representation from Surrey residents who questioned the design and rationale of the bridge.
- Staff also attended the New Westminister open house. The public seemed to be most interested in the Stormont-McBride connector and the Surrey/Coquitlam bridge plus rehab existing Pattullo bridge (2 or 3 lanes). The Surrey/Coquitlam bridge option entailed a new 4 lane bridge connecting from King George Boulevard at the top of Peterson Hill across the Fraser River and connecting to United Boulevard in Coquitlam.
- Media notifications, newspaper advertisements and post card mail drops have been done in Surrey, New Westminister and South Burnaby.
- Roadside signage at 4 key intersections has been posted as well as a digital media board messages on King George Boulevard in advance of the Pattullo Bridge.

- Full utilization of City Speaks platform and direct contact with key stakeholder groups is anticipated.

## 2. **Rapid Transit Update**

File No. 8630-01

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

- The coalition Light Rail Links continue to be very busy and are working on a postcard that is to be distributed at public events such as Newton Community Festival and Surrey Fest. The coalition will be present at these two events asking the public to support them.
- Staff will report back to the Committee on the long range plan TransLink is working on as well as the Policy Framework to support TransLink.

The agenda was varied.

## B. **DELEGATIONS**

### 3. **Don Pitcairn**

Don Pitcairn, a south Surrey resident was in attendance to present concerns to the Committee regarding road safety on Crescent Road.

The delegation made the following comments:

- Crescent Road has many issues that have resulted in numerous accidents causing serious injuries and at times, death.
- Although upgrades to signage and pavement markings have been undertaken, the issues have not decreased. He feels that more warning signage is needed for drivers.
- Dangerous conditions are caused by high vehicle speeds plus other factors including the dips and curves on the route, water running across the road, damp road surface especially in the winter resulting in black ice in shaded areas.
- The delegation asked the City to look at further upgrades, such as speed activated signs similar to those used in parts of Langley as well as the starburst sign with recommended speeds in advance of curves.
- The Committee noted that these issues will be investigated further and asked staff to look at alternatives to reducing speed in addition to the enforcement work being undertaken by the RCMP and report back to the Committee.

The agenda was varied.

**D. NEW BUSINESS****1. Pay Parking Program in Surrey**

File No. 5480-01

Dave Harkness, Parking Services Manager provided a PowerPoint presentation on the Pay Parking Program in Surrey.

- There are currently 49 pay stations within the following 6 zones (Gateway, Surrey Memorial Hospital, Newton, City Centre, White Rock and Marine Drive).
- The following issues were presented:
  - Half (475) of the Park and Ride spaces at King George Station will be removed for development.
  - Existing on and off-street spaces adjacent to King George Station and Surrey Memorial Hospital are 90-100% occupied with little or no turnover.
  - Surrey Memorial expansion has created increased parking demand with reduction in on-site parking supply.
  - Pay-by-phone payment and navigation applications for parking are gaining acceptance.
- The following approaches to enhance pay parking were recommended:
  1. In support of ongoing transit use, replace park and ride spaces to be removed at King George Station
  2. Use rate increase to improve turn-over in high occupancy at South Hospital zone.
  3. Use rate decrease in North Hospital zone to provide alternative to (2).
  4. Roll-out pay-by-phone (PBP) service across City with \$0.25 service fee bundled into hourly rate. PBP also integrates with TREO for tolls.
- 8 Expansion areas for pay parking were identified for hourly and all day parking with differing rates depending upon the location. On-street parking space in the 8 expansion areas would total about 431 additional stalls.

The Committee made the following comments:

- The rationale of different rates for different parking locations was questioned. Staff responded that the rates are based on desirability and the distance people have to walk to get to the primary destination. The further the distance is to walk would mean a reduced rate. The cost of parking rates at various locations requires some fine tuning.
- Parking should be made as easy as possible for people taking transit and not deter people from taking transit.
- It was questioned where these monies are being directed to. Staff responded that parking is a not for profit area. The parking area has a debt. Some of the monies could be used for projects such as improvements to pathway connections.
- Staff questioned what the comfort level in terms of increasing rates is and if the Committee feels a \$2 an hour increase is reasonable. The Committee

responded that staff needs to establish a clear rational/criteria for rates whether its distance from key destinations or transit related.

- Staff noted that they will review this further and bring forward this item at another meeting.
- It was recommended that following the next TIC meeting on this issue, that all of Council be involved by presenting this at a Shirtsleeve session.

**2. Neighbourhood Zero Emission Vehicles**

This item was deferred to a future Transportation and Infrastructure Committee meeting.

**E. ITEMS REFERRED BY COUNCIL**

**F. CORRESPONDENCE**

**G. INFORMATION ITEMS**

**H. OTHER BUSINESS**

**I. NEXT MEETING**

The next Transportation and Infrastructure Committee is scheduled for July 15, 2013 @ 2:00 pm in the Executive Boardroom.

**J. ADJOURNMENT:**

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

The Transportation and Infrastructure Committee meeting adjourned at 4:40 p.m.

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Jane Sullivan, City Clerk

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Councillor Gill, Chair