
Present:

Chair - Councillor Gill
Councillor Rasode

Absent:

Councillor Steel

Guests:

Shirley Samujh, Senior Advisor
Stakeholder Relations, TransLink
Geoff Cross, Senior Manager, Policy
& Strategic Planning, TransLink

Staff Present:

P. Bellefontaine, Transportation Planning Manager
J. Boan, Transportation Manager
V. Lalonde, General Manager, Engineering
P. Lee, Rapid Transit & Strategic Projects Manager
D. Luymes, Manager, Community Planning
R. Sidhu, Traffic Management Coordinator
T. Sampietro, Bylaw Enforcement Manager
J. Rehal, Bylaws & Licensing, Manager
D. Harkness, Parking Services Manager
J. Gallinger, Legislative Services

A. ADOPTION OF MINUTES

1. Minutes of the September 30, 2013 meeting to be adopted.

It was

Moved by Councillor Rasode

Seconded by Councillor Gill

That the minutes of the Transportation and
Infrastructure Committee meeting held on September 30, 2013 be adopted.

Carried

B. DELEGATIONS

1. **TransLink**
File No. 8310-01

Correspondence received from TransLink dated November 1, 2013 received On-Table.

Geoff Cross, Senior Manager, Policy & Strategic Planning, and Shirley Samujh, Senior Advisor-Stakeholder Relations, TransLink, were in attendance before the Committee to provide an update on the current Park & Ride Program and associated user fees.

The Senior Manager, Policy & Strategic Planning, TransLink, made the following comments:

Park & Ride

- TransLink has considered the request by the City to review consistent pricing for Park & Ride lots in Surrey.
- Scott Road Park & Ride is a major connection point for transit users and has been set at \$3/per day.

- TransLink adopted a Park & Ride Policy 1 year ago that reflects a customer focused based pricing.
- Pricing level depends on customer demand, the costs of maintenance and operations, and the value and convenience offered by the facility.
- With the expansion of the South Surrey Park & Ride the price has been set at \$2/day.
- TransLink recognizes that every additional dollar is important for its customers and accordingly the pricing will be reviewed in early 2014.

Transit stop at 156th Street and Highway #1

- The delegation expressed a willingness to add a stop at the 156th Street and Highway #1 express exit however, it was noted that the City would have to assume the cost for the installation of the stop.

Committee members made the following comments:

Construction of Highway #1 overlooked the respective stop. The stop should have been planned for as the current cost is \$300,000 to install.

96B Line – Guildford area turnaround

- Complaints had been received by the City, regarding the 96B Line turnaround at the end of the line in the Guildford area. TransLink and the City have identified a different route and a traffic signal has been installed at 102A Avenue and 154 Street to allow buses to use the new route.

The Agenda Varied

C. OUTSTANDING BUSINESS

1. **Pattullo Bridge Review Update** File No. 5400-05

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

- The Phase 1 consultation group is currently reviewing the alternatives
- Public Meetings and other consultation on the shortlist of alternatives will be held in early January 2014.
- The different bridge alternatives have an impact on Coquitlam, New Westminister and Surrey.

Committee members made the following comments:

- In terms of scheduled repairs to the current structure, Surrey requested TransLink to consider events happening within the Community prior to scheduling bridge repairs/road closures.

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 following comments were made:

- City is working closely with TransLink to ensure full integration of LRT into the Regional Transportation Strategy (RTS) long-range plan.
- Potential stations were identified during TransLink's SRTAA process, with two of these stations located in South Newton and stations identified at 64th Avenue and King George Blvd., 60th Avenue and King George Blvd. and Fraser Highway and King George Blvd.
- At this time, the Metro Vancouver region is dealing with a referendum relative to funding transportation infrastructure.

Committee members made the following comments:

- The importance of the referendum is that the LRT has sustainable funding.
- Is there a strategy for Surrey citizens to learn and understand the referendum, and Surrey's LRT plans proposal, so that they are supportive of the City's vision?
- Where is the incentive for the rest of Metro Vancouver to support an LRT system in Surrey?
The Chair requested staff to undertake a review of a potential LRT pilot project including stations, route options and costs and to report back to a future meeting of the Committee.

3. School Pedestrian Crossings

File No. 0510-20 / 5400

The Transportation Manager provided an update on School Pedestrian Crossings and made the following comments:

- Staff have reviewed the need for a school crossing at 128TH St. at Princess Margaret School as well as other measures in and around the school and will be meeting with the School Board, School Principal and Kwantlen Polytechnic University to discuss the review work undertaken and confirm the appropriate strategy.
- In the meantime, additional signage on 128th St. identifying the school area will be installed.
- The Chair requested that careful attention be given to the design of fencing in medians near schools to ensure they could not be climbed over by students. Staff agreed to look at new designs.

- Engineering and Planning & Development staff have met to discuss the land uses adjacent to schools with regard to ensuring appropriate pedestrian facilities are identified and provided as part of the development application review.

Safe and Active Schools Program

The following comments were made by staff:

- All short-term project options identified in the school safety reports (1-3 year timeframe) have been reviewed and 80-90% of these projects have been completed. 2014 will see completion of the remaining short-term projects and some medium term projects.
- Some of the medium and long-term projects were completed as the opportunities arose.
- Staff are currently reviewing all 150 school safety and operation reports focusing on jaywalking and crossing concerns.
- The medium and long-term projects have additional complexity, cost and coordination considerations.
- Staff will provide future updates to the Committee on the Program.
- Traffic Safety Advisory Committee (TSAC) has reviewed crosswalk requests from:
 - Woodland Park Elementary at 88 Ave and 158 Street where a new pedestrian signal is recommended;
 - George Greenaway Elementary and Cloverdale Ball Park at 62A Avenue in the 17300 block where hedge trimming, parking restrictions, advisory signage with further pedestrian counts in the spring and summer are being recommended;
 - Bayridge Elementary at 17A Ave and 144 Street where no action is recommended as a crosswalk is not warranted with the low vehicle volume, there are sufficient sightlines and vehicles follow the speed limits.

4. **West Clayton NCP Update: 72 Avenue Connection at Fraser Highway Update** File No. 6520-01

The Transportation Planning Manager provided an update and made the following comments:

- The 72nd Avenue connection at Fraser Highway has been an important transportation issue within the West Clayton NCP Planning process.
- Staff had previously presented on the item at the July 2013 Committee meeting with staff providing a further update on completion of consultation.
- Staff presented the item to the West Clayton Citizens Advisory Committee and the need for the connection was acknowledged by the Committee.
- Engineering and Planning and Development staff had a meeting on October 8, 2013 with the residents directly affected by any future opening of the road. While remaining concerned, the residents acknowledged the importance of the road connection. Staff confirmed that the road would not be expected to be re-

opened in the short term and when this did occur a modified cross section would be provided to minimize impact on residents west of 184 Street.

- On October 23, 2013 a Public Open House was held with very limited comment on the road connection.
- A report to Council on the Stage 1 west Clayton NCP is anticipated in November. It was noted that subsequent to the staff meeting with residents, the City received a request for adjustments to the proposed NCP to identify development along the north side of 72 Avenue immediately east of the planned connection with Fraser Highway.

5. Parking Services Update

The Manager, Parking Services provided an update on proposed on-street parking changes at a number of locations in the City:

- Any changes are being made in the context of:
 - parking availability supporting transit use;
 - providing an affordable alternative to Park & Ride; and
 - ensuring the Parking Authority is self-sustaining.
- Current rates were set at a uniform \$1 per hour in 2001, but do not reflect:
 - 3rd party parking competition;
 - recent development and increased demand for parking;
 - area-specific characteristics; and
 - distance from traffic generators.
- Engineering recommends that rates should be area specific and reviewed and adjusted annually.

Committee made the following comments:

- Pay parking is new to the City, and it has been a challenge managing public response/feedback.
- The number one reason to bring in pay parking was to manage the parking spaces.
- The increasing density and population demanded more on street parking.

Staff provided the following comments:

- Businesses need to be supported by providing parking.
- Most areas have been reviewed and do not require change. The Surrey Memorial Hospital area is being closely looked at given the amount of expansion in the area and will require additional changes.
- Staff Recommended changes as follows:
 - Replace Park & Ride spaces lost as a result of development at:
 - 110 Avenue close to Scott Road Station and charge \$2/day for the available 159 spaces;

- University Drive – North of Gateway – add 50 pay spaces; and
- 100 Ave. East of King George – 27 pay spaces.

The Committee made the following comments:

- The option to pay-by-phone should also be included.
Pay by phone will be offered by the City although 35 cents per use of this service would go to the provider.
- Is there a rate for prolonged parking in the Surrey Memorial Hospital area for those individuals attending to long term care patients?
It is believed that Fraser Health helps these individuals in providing parking spaces.
- South Zone of Surrey Memorial sees peak rates of \$5.50 to on-street pay-station rates of \$1.00. It is recommended that the on-street rate be increased to \$1.50 with non-peak hours seeing no charge.

D. NEW BUSINESS

1. Agriculture Land Reserve (ALR) Truck Parking

6880-75 / 5480-01

The Transportation Manager made a presentation on the issue of ALR Truck Parking with the following comments being made:

- This is a long standing issue with some successes, as 29 sites have undergone preliminary investigation. In addition:
 - 4 files have been closed;
 - 10 First Notices have been served (approximately 60 trucks);
 - 10 Second Notices have been served (approximately 403 trucks); and
 - 4 Court Actions for non-compliance past 90 days are being sought (approximately 50 trucks).
- Truck parking inventory currently has 7 permanent locations with 689 stalls and 5 temporary locations with 492 stalls.
- There are currently 17 applications for temporary facilities which would provide a further 1246 stalls.
- The Proposed Enforcement Plan includes the following steps:
 - Step 1 – Issue Property Use Letter – 60 day grace period to relocate the trucks;
 - Step 2 – Non-compliance past 60 days – Issue MTI
 - Step 3 – Non Compliance 14 days after MTI Issues – initiate procedure to seek a Court injunction.
- There are currently 17 "In Process" TUP's (Commercial/Industrial).
- The City is working with owners to encourage the completion of applications.
- Continued efforts are in the following key areas:
 - addressing unauthorized truck parking through appropriate by-law compliance activities focusing on ALR sites;

- encouraging owners of industrial zoned land to develop and operate truck parking facilities;
 - working with applicants to expedite the approval process for truck parking lots on industrial land; and
 - commence full enforcement action on industrial lands in 2015.
- Impact of ALR Truck Parking was noted as follows:
 - Due to low overhead ALR sites have kept the market rental rates artificially low.
 - Discourages completion of TUP application or development of new permanent parking facilities.
 - Expedited enforcement on ALR sites may drive more development of authorized facilities.
 - Once ALR Truck Parking situation is under control then move forward from there.

The Committee made the following comments:

- Staff should look at reducing the proposed 60 day wait period down to 30 days. Staff was requested to look at possible increases to the current fines for non-compliance. There should be no acceptance of truck parking in the ALR, as this is a blatant disregard for Surrey by-laws. The Chair also asked staff to investigate whether it is possible for TUPs to be considered retroactively as there a number of applications which have been in process for a number of years.

The meeting agenda varied

3. Neighbourhood Zero Emission Vehicles and Low-Speed Vehicles in Surrey
File No. 8310-01

The following comments were made:

- Transport Canada defines Neighbourhood Zero Emission Vehicles (NZEV) or Low Speed Vehicles (LSV) in the Canada Motor Vehicle Safety Regulations as vehicles that:
 - Are powered by an electric power train and travel up to 40 km/h;
 - Do not use fuel as an on-board source of energy; and
 - Have a gross vehicle weight rating of less than 1,361 kg.
- NZEVs and LSV do not have the same legal status as an electric or fuel powered vehicle, which must meet strict safety standards.
- Typical applications these vehicles are used for include:
 - security surveillance;
 - site tours and valet;
 - grounds keeping and maintenance; and
 - vendors.

- In BC the *Motor Vehicle Act* allows NZEVs/LSVs to be driven and operated on:
 - roads with speed limits under 40 km/h; and
 - roads with speed limit from 40 km/h to 50km/h if authorized by Municipal by-laws.
- As examples within Surrey, currently the NZEVs and LSVs are:
 - not permitted to travel on King George Blvd;
 - permitted within Crescent Beach and would be permitted on most local roads with a bylaw amendment; and
 - would be permitted to travel on 88 Ave with a bylaw amendment.
- There are significant concerns around the operation of electric vehicles, namely safety standards.
- The Bylaw changes are being requested by the manufacturer.
- It is recommended that the City not change the current by-law..

Committee members made the following comments:

- Has ICBC made any recommendations in terms of the vehicles?
In response, staff advised that they would follow up with ICBC and advise the Committee accordingly.

The meeting Agenda was varied.

2. Rail Safety and Anti-Whistling

File No. 8710-01 / 5405-30

The following comments were made:

- Within Surrey, the following rail safety concerns related to rail traffic and railways have been identified:
 - Crescent Beach access, including emergency services access;
 - Bank stability along BNSF railway in South Surrey;
 - Impact on road traffic due to more frequent and longer trains;
 - Movement of coal by rail within the Community;
 - Railway bridges and other load-bearing infrastructure;
 - Rail traffic through sensitive environments; and
 - Movement of dangerous goods.
- Through 2010-12, staff worked with the Crescent Beach Property Owners' Association (CBPOA) to investigate emergency and community access with the following results:
 - Studies and consultation concluded a vehicular 'Crescent Road Underpass' was the preferred option at \$4 M.
 - Further detailed review captured impacts to GVRD twin mains and a pump station, increasing the cost to \$8-9 M.

- In November 2012 TIC concluded that sufficient work had been undertaken. The emergency access concern had been addressed through the Stopped Train Protocol.
- COS Rail crossing's safety review was highlighted as follows:
 - There are over 50 railway crossings within the City of Surrey with 4 crossings having a safety review initiated;
 - 9 crossings have had a safety review completed – RBRC project; and
 - 40 crossings have had reviews started with the anticipated completion in 2014-15.
- Crescent Beach Crossing & McBride has a potential for anti-whistling.
- Proposed improvements to the rail crossings include:
 - install an additional gate on Crescent Road and Bayview St.; and
 - install two additional gates on McBride
- Financial Implications were highlighted as follows:
 - Design and construction would be performed by BNSF but the City would be responsible for the cost at approximately \$1.2 m.
- The question put before the Committee is whether or not this particular project should proceed in advance of the full crossing review being completed.

Committee members made the following comments:

- What are the liabilities relating to BNSF? What responsibility do they have?
The railways are investing in safety improvements however the physical work, Bylaw amendments and insurance will require City approval.
- The Committee requested that a review be undertaken to determine what the exposure is in managing the whistle cessation and that correspondence be sent to BSNF in regards to funding/financial implications as noted above.
- What other community is being directly impacted with the whistle cessation problem?

E. ITEMS REFERRED BY COUNCIL

1. Development Application No. 7912-0119-00 (6045 – 138th Street)

The Manager, Community Planning was in attendance before the Committee to provide an update on the status of the Development Application No. 7912-0119-00. The following comments were made.

- Stations have been identified along the Rapid Transit Corridor which satisfies Skytrain, LRT & BRT with spacing of approximately 2 km between stations.

Committee members made the following comments:

- Is there an opportunity at 60th Avenue to add a station which provides the residents with a good level of service?

- Is the density correct in the area to warrant a station?
Staff confirmed that a Skytrain station would not be warranted but the area would support a LRT station.
- Is there enough right-of-way to allow an LRT station?
60th Avenue has been assessed and the right-of-way is wide enough to accommodate the station.
- Did the NCP not articulate more density in this area?
The higher density, in the South Newton plan, is over on 144th Street. There are quite a few creeks that are in the area that cut down the potential development area.
- It is not suggested that the proposed LRT station is a bad idea but the density of the area cannot guarantee a great increase as the current proposed townhouse development is only 21 units.

F. CORRESPONDENCE

1. **Skytrain Greater Vancouver Letter and LRT comparison information** File No. 8740-01

The Rapid Transit & Strategic Projects Manager made the following comments

- The comparison, provided by Mr. Webber in his letter, was for LRT versus Skytrain speeds.
- Research provided noting some very low speed
- The average speed of the proposed LRT would be mid-twenties with increasing speed along the Fraser Highway corridor.
- The 15 mph ranges in the research are more like the speed of a trolley rail system.

2. **Appearance request regarding Rapid Bus Stop at 156th Street and Highway 1** File No. 8500-01 / 0550-20-10

The following comments were made:

- Daryl De la Cruz has submitted a request for a stop at 156th St. & Hwy 1 suggesting that such a stop would save residents 15-20 minute by not having to cross the river.
- The request would require an investment of \$300,000 to install stop.
- Buses on 555 are full in peak times and having at stop at 156th St. & Hwy 1 would remedy this situation
- Additional short run buses would be required.

The following comments were made

The Committee requested that correspondence be sent to Mr. Dela Cruz stating the City's support and an invitation be extended to him to present at the December 2, 2013 TIC meeting.

It was

Moved by Rasode

Seconded by Gill

That the correspondence regarding Skytrain Greater Vancouver and LRT comparison information be received for information purposes and the request to appear before the Committee, from Daryl Dela Cruz, regarding a transit stop at 156th Street and Highway 1 be approved for the December 2, 2013 TIC Meeting.

Carried

G. INFORMATION ITEMS

1. Leap Ahead – A transit plan for Metro Vancouver

File No. 8740-01

The Manager Rapid Transit & Strategic Projects made the following comments:

- Leap Ahead was released in the Summer of 2013, with a strong argument to increase rapid transit.
- The cost of the project was underestimated in the report, as a requirement to raise \$250 M dollars per year is needed.
- Although the report is an excellent study to expand regional transit, it falls short of the mark in regards to funding.

2. Call for Interest to Serve on the 2014 Access Transit Users' Advisory Committee

File No. 0500-01

The Manager, Rapid Transit & Strategic Projects made the following comments:

- The Access Transit Users' Advisory Committee consists of 16 members of which 4 members are from South of the Fraser, 1 member each from Surrey, Delta, Whiterock and Langley.

The correspondence was received by Committee.

The meeting Agenda was varied:

B. DELEGATIONS (continued)**2. Cloverdale's Road Infrastructure Issue**

Mike Bola, President, Cloverdale Community Association appeared before the Committee to make a presentation and to discuss the **Cloverdale's Road Infrastructure Issue**

File No. 8630-01 / 0550-20-10

- The Delegate highlighted a number of concerns regarding the stretch of 64 Avenue between 177 Street and 196 Street including the lack of left turn lanes, insufficient travel lanes and missing sidewalks as well as congestion and safety concerns.

The Committee made the following comments:

- Did the Community Association canvas any residents along 64th before you came before the Committee?
Delegate confirmed that no canvassing has been done.
- The problem along 64th is acknowledged and that 4 lanes are planned for the road. It was noted that two things are required before widening a road. One is that land has to be purchased to widen the road in all areas and secondly, 64th is part of the MRN which means that 50% of the funding of any project would be funded by TransLink. At this time TransLink has no money which would mean any project would be 100% funded by Surrey.
- The delegation was requested to return to the Committee once canvassing of the area has been done.
- The Committee acknowledged the work of the Cloverdale Community Association and awaits the results of the canvassing.
- Staff noted that very often concerns are raised by the broader travelling public and not the residents fronting the road who are concerned about more traffic and the loss of parking that will accompany any project.

H. OTHER BUSINESS**1. Adoption of proposed 2014 Transportation and Infrastructure Committee meeting schedule**

The 2014 proposed meeting schedule was accepted as presented.

I. NEXT MEETING

The next meeting of the Transportation and Infrastructure Committee is scheduled for **Monday, December 2, 2013 @ 2:30 pm** in the Executive Boardroom.

J. ADJOURNMENT

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

The Transportation and Infrastructure Committee meeting adjourned at 5:20 p.m.

Jane Sullivan, City Clerk

Councillor Gill, Chair