

# *Transportation and Infrastructure Committee Minutes*

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**Present:**

Chair - Councillor Gill  
Councillor Rasode  
Seniors Liaison: Councillor Steele

**Absent:****Guests:**

Shirley Samujh, Senior Advisor  
Stakeholder Relations, TransLink  
Peggy Hunt Manager Customer and  
Stakeholder Relations Compass Card/  
Faregate TransLink  
Gord Schoberg, Senior Manager  
Government Relations, FortisBC  
Bill Fordy, RCMP  
George Beattie, RCMP  
Richard Landale  
Jim Heuving, Pacific Community Church  
Alan Caldwell, Pacific Community Church

**Staff Present:**

P. Bellefontaine, Transportation Planning  
Manager  
J. Boan, Manager, Transportation  
V. Lalonde, General Manager, Engineering  
P. Lee, Rapid Transit & Strategic Projects  
Manager  
Richie Sidhu, Traffic Management  
Coordinator  
Amir Afridi, Traffic Signal Team Lead  
Mirjana Petrovic, Transportation Engineer  
J. Gallinger, Legislative Services

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**The meeting varied.**

**C. OUTSTANDING BUSINESS**

**8. Safe Mobility Plan**

Mirjana Petrovic, Transportation Planning and George Beattie, RCMP were before the Committee to make a presentation on Surrey's Traffic Safety Program and made the following comments:

- Working in Collaboration with the RCMP and other stakeholders, the City is developing a safety plan to reduce traffic injuries and fatalities.
- While Surrey's collision rate is similar to Edmonton and Calgary, our injury collision rate is dramatically higher (14.7 vs 2.4 and 4.3 in Calgary and Edmonton respectively). The total collision costs in Surrey are 1 billion dollars/year.
- Edmonton established the Office of Traffic Safety (OTS) in 2006 through a Mayors Task force for Traffic Safety. It is the only Municipal office, possibly worldwide, that encompasses automated enforcement technology, speed management, engineering, road user behaviour and data business intelligence and analytics under an Executive Director.
- Edmonton's success is illustrated by the following:
  - initial 5 year targets met with \$203 M savings;
  - new 2010-2015 and 2020 plan approval by Council;
  - Total fatal and injury collision drop from 6,922 to 3,504; and

- 2012 generated \$30 M in five revenue through:
  - \$16 M for Edmonton police; and
  - \$14 M for road improvements and OTS needs
- Another very successful approach is the Data-Driven Approaches to Crime and Traffic Safety (DDACTS) which is a system developed in the US and is an operational model using the integration of location-based crime and traffic data, for effective and efficient deployment of law enforcement resources. Surrey would be the first Canadian city to implement this approach.
- Why DDACTS?
  - Increasing demands and limited resources;
  - Conflicting/competing demands for service;
  - Crime and crashes often occur in close proximity;
  - Crimes often involve a motor vehicle; and
  - Vehicle stops can yield valuable intelligence.
- The Transportation Manager stated that Surrey need not change Legislation at this time and by using the DDACTS model on a trial basis we could assess the programs success and whether or not the financial fine revenue model with the Province should be amended.
- Surrey's DDACTS Plan – to achieve or exceed success being achieved elsewhere, the City needs:
  - Traffic Safety Team
    - Coordinated, integrated multi-disciplinary team;
    - Safety professionals/analysts, IT Specialists, Media/Public Relations
    - Dedicated Police Team (RCMP enforcement)
    - Stakeholder/Agency support and involvements
  - Safe Mobility Plan
    - Proactive and comprehensive approach to traffic safety
    - Holistic, Evidence-based, Sustainable and Surrey-specific
    - Integrated and reliable database (simplified forms)
    - 4 E's to road safety (Education, Environment/Engineering, Enforcement and Evaluation)
- Education encompasses:
  - Role for the City and major partners will include Child/Youth Education in Surrey Schools including building on safe and active schools program, developing traffic safety curriculum for all transportation modes and working with partners to develop comprehensive traffic safety training
  - Targeted community education and outreach will include key road rules and new devices such as roundabouts and special crosswalks, etc.
  - Longer term initiatives will include driver training and developing a culture of empathy.

- Environment/Engineering includes:
  - Data driven approach based on reliable data;
  - Implementing comprehensive update of speed limits;
  - Evaluating collision patterns to identify key issues and find solutions;
  - Piloting and evaluating innovative ideas and designs; and
  - Improving signage and using dynamic message signs to support enforcement.
- Enforcement includes:
  - Targeting areas with high crime and injury/fatality collisions;
  - Launching safe driving emphasis patrols with the focus on speeding;
  - Deploying aggressive driving patrols to target aggressive driving, like red light running, rapid lane changes and ignoring traffic control devices;
  - Deploying distracted driving patrols (phone, texting); and
  - Informing public about presence/rationale behind increased enforcement.
- Evaluation of education, engineering, environment and enforcement efforts needs to be continuous to adjust programs, optimize effectiveness and ensure that resources are used in the most effective way.
- The RCMP Surrey detachment will allocate staff for the pilot and dialogue will be held with the Province with other opportunities going forth.
- Current work in progress includes:
  - Development of policy document / safe mobility plan;
  - Liaison with key and support partners;
  - Citywide review of speed limits;
  - Sharing video footage of collisions with ICBC, RCMP and public;
  - DDACTS Steering Committee RCMP, City, FD and UFV;
  - Data working committee comprised of collisions analysts, traffic enforcement, GIS and IT specialists; and
  - Conduct public survey through City Speaks.
- DDACTS Development Phase/Implementation timeframe:
  - Development now to March 2014 – data format, collection methodology and establish analysis and enforcement processes;
  - March – May 2014 – analysis of crime/collection data, selection of small pilot area and training;
  - June – August 2014 – test data collection methodology, training, testing in small pilot area, evaluation and selection of 1-4 DDACTS areas for Phase 1 implementation.
  - September 2014 – September 2015 Phase 1 implementation - 1 year pilot period launch.

The following comments were made:

- Have discussions been held with the powers that be to recoup 100% of revenue? The Transportation Manager responded that discussions would be held once we have had a chance to evaluate the pilot.

- What can be done with limited resources to see results?  
The pilot area needs to be drilled down further prior to implementation and resource numbers require clarification. A certain size is required to be beneficial.
- Recommendations should be forwarded to the Community Safety Committee and staff should attend the December 9, 2013 meeting.
- Community Consultative Group will hold six community cafes next year including one on transportation. It was suggested that this information be shared with this group.

**The meeting varied.**

**A. ADOPTION OF MINUTES**

1. The Committee is requested to pass a motion adopting the minutes of November 4, 2013.

It was  
Transportation and Infrastructure (TIC) meeting be adopted.

Moved by Councillor Rasode  
Seconded by Councillor Steele  
That the minutes of the November 4, 2013  
Carried

**The meeting varied**

**B. DELEGATIONS**

2. **FortisBC Pipeline upgrades in the Lower Mainland**

File No. 5500-07

Gord Schoberg, Senior Manager Government Relations, FortisBC appeared before the committee to provide information on the proposed Lower Mainland Gas Pipeline Upgrade Projects pointing out the following:

- The purpose of the upgrade is to provide adequate security of supply with the installation 6.7 kilometers of additional pipeline in the existing right of way from South Fraser Perimeter Road (west of Port Mann), south to Surrey Memorial Hospital and west across King George Blvd. 36" and 42" diameter pipelines will be installed.
- 20 kilometers of existing pipeline will be replaced in Coquitlam, Vancouver, and Burnaby due to ongoing pipeline integrity issues.
- 4.6 kilometers of additional pipeline will be installed in the existing right of way near Mariner Way to provide adequate security of supply with 700 meters of pipeline replaced to improve seismic resistance standards near Marine Drive and Elliott.
- Meetings with municipal staffs began in September 2013 with stakeholders currently being contacted and field studies beginning.
- Public participation will begin in Q1 2014 and will last through entire project.

- Application to BC Utilities Commission Q2 / Q3 2014 and to the Oil & Gas Commission in 2015 with construction 2016 and 2017.
- The additional pipeline will increase system reliability and the ability to safely meet growth in demand for natural gas while providing local and regional contracting opportunities during construction.
- Fortis BC requests that the City of Surrey aid:
  - in the identification of all stakeholders and interested parties, technical conditions for crossing roads and new pipeline alignment through City of Surrey property and obtain appropriate land rights: and
  - in developing a plan to mitigate public impacts, such as traffic disruption, noise and dust and a plan for public notification/participation.
- It is anticipated that a submission will be made to the BC Utilities Commission in June/July 2014. Dealing with the host of other BC government agencies will follow the submission.

The following comments were made:

- Is the proposed construction directly along King George from Surrey Memorial Hospital?  
The delegate responded that FortisBC does not want to open huge sections which would cause traffic backups and detours. More research is being done to identify the most effective way to accomplish the upgrade. The upgrade is only going to cross King George so it should not cause too many problems.
- From the map – it looks like the line deviates?  
The delegate responded that the upgrade is being done through the existing FortisBC right-of-way with some work being on private property and City property. FortisBC wants to maximize the use of existing right-of-way to minimize the project impacts.
- What safety risks are there to the community?  
The delegation responded that the impacts for the public are minimized by requirements of the Oil and Gas Commission – there is a host of Provincial and Municipal regulations that FortisBC must adhere to. On the environmental side there are creeks that need crossing which may be impacted but the environmental impact will be one of the first things considered and assessed.
- Has there been any accident human or environment with past projects?  
The delegation responded that in 1980 there was an incident in the Okanagan River Channel where sediment was released.
- The delegation assured the Committee that a safety plan will be implemented for quick response and that all local issues will be considered.
- How do you respond when opposition is shown?  
The delegation responded that it was his job to respond and that opposition must be addressed in a positive manner to ensure that everyone understands the need and requirements for the upgrade.
- Is there a cost to the city?  
The delegation responded that there should be no cost to the City.

- Would you be abandoning the existing structure?  
The existing line/structure is not being abandoned although it was built in 1950 it is still in good shape, so it will remain in service. The upgrade is an expansion of the line and as it is a capacity issue in Surrey the older pipes are required to meet the demands.
- Are there technologies available to pipe within the pipe?  
The delegation responded that there was technology available for pipe within pipe but it was not feasible for this upgrading.

## The meeting varied

### 1. TransLink

File No. 8310-01

Peggy Hunt Manager, Customer and Stakeholder Relations Compass Card/Faregate, TransLink appeared before committee to make a presentation on the Compass Card. Delegation made the following comments:

- Compass is an electronic fare payment system that will replace TransLink's existing fare system. The system is changing to Compass to:
  - provide new, flexible and convenient payment options for customers;
  - better service through informed decisions around service planning to meet needs;
  - offer new convenient options; and
  - boost public confidence in the security and quality of transit services.
- There are currently over 150 different forms of media utilized by system users which will be eliminated with the Compass system. Compass (a smart card) will replace all forms of current media and will be used for more services in the future.
- An electronic fare card storing up to \$175 in fare. Secondary IDs will be required for concession cards for seniors, students, etc.
- Social welfare program Compass cards will have a rate of \$45 per year and will be issued to physically challenged individuals etc. and will not be transferable. The Provincial Government will be charged for these costs following the current process.
- Compass cards will be issued at a cost of \$6 per card (refundable) and feature:
  - Reloadable Adult, Concession Cards and Program Compass Cards Compass;
  - Convenient reload online, by phone or at Compass Vending Machine (CVM) outlets;
  - Pay as you go feature – don't need to specify zones with stored value;
  - Convenient register for auto load;
  - Set minimum balance reload;
  - Balance protection registration;
  - Able to view transaction history online;
  - Emailed receipts;

- Discount fares; and
- Limited-Use Tickets will also be available, are not reloadable and have no stored value. The clock start at first tap-in and most tickets will expire at the end of service day.
- If a cards balance is over the \$6 (refundable and considered a reserve) but under the fare cost, the trip will be charged to the card and the trip completed. No further travel will be allowed on the card and when reloading the \$6 (refundable) will be added back to the cards deposit balance.
- HandiDart and taxi services supported by TransLink will use a separate system.
- Presentations have been made to the general public and will be made for those clients who are harder to reach eg. seniors.
- The transition will take quite some time during which drivers will use their discretion.
- Drivers, Transit Police and Security will be trained in customer service and on how to use the system.
- Rollout comments in the new year with select programs. Full roll out is expected in the 3rd or 4th quarter of 2014.
- Fare media will happen over a period of months with education being provided to transit users.
- Advance notice of gate closings will happen in phases with education for customers being provided on the platforms and buses.

The following comments were made:

- Full services do not seem to be available except for 2 areas – Stadium and Waterfront. Why are full services not in other areas?  
The delegate responded that stadium and waterfront are established full service areas.
- The compass card will be a stored value card and can be used throughout the system, what is the charge on the value on the card?  
The delegate responded that when a user taps in it will be recognized when the card is tapped out and charges for the actual trip will be recognized and charged accordingly. Only one charge will be made to the card at the end of the trip.

**3. Daryl Dela Cruz presentation for the need for a Rapid Bus Stop at 156<sup>th</sup> Street and Highway 1**

File No. 8500-01 / 0550-20-10

Deferred to January 20, 2014.

**C. OUTSTANDING BUSINESS****1. Deaf Traffic Information Signs in the 1244 – 161A area - Update  
File No: 5460-30**

Mr. Richard Landale appeared before the Committee, for the second time, to make a presentation on the need for Deaf Traffic Information Signs in the 1244 161A Street area. The delegation made the following comments:

- The City of Surrey has some 9,000 deaf, disabled and handicapped children and nothing is done to assist or improve street safety for these children.
- It is not understood why the City follows the "Manual of Uniform Traffic Control Devices for Canada – 4th Edition" over the BC Ministry of Transportation and Highways' "Manual of Standard Traffic Signs & Pavement Marking September 2000"
- BC Government clearly authorizes senior traffic staff to use their discretion for signage and empowers senior staff to do so.

The Transportation Manager made the following comments:

- Issues around the installation of deaf child signage have been identified and include:
  - False sense of security;
  - Infrequency of the child being present in the area; and
  - The level of driver attention is not high when a child is not frequently seen in the area.
  - Not compliant with TAC Manual of Uniform Traffic Control Devices for Canada.
- There are no Deaf Child signs installed in Vancouver, Delta, Coquitlam, New Westminister, Port Coquitlam, North Vancouver, West Vancouver or Maple Ridge.
- Coquitlam and City of North Vancouver do not install special traffic advisory signs for the disabled.
- Langley did install a sign in 1980 and this sign will be removed with no intention of reinstallation and Maple Ridge previously had a sign but it was removed once the child reached adulthood.
- Burnaby installed a "Deaf Students" tab under school zone signs near a school for the deaf.
- In Surrey, signs were installed in November 1996 and it is the City's intention to remove these signs.
- Engineering has reached the conclusion that installation of these signs is not consistent with national practices, that existing signs need to be removed and that no new signs should be installed in the future.
- Other opportunities to increase child safety are being investigated.



The following comments were made:

- What agency is followed concerning traffic devices?  
The Transportation Manager responded that Uniform Traffic Control Devices for Canada was followed.
- Outside of a driver doing due diligence – is there anything a driver could do differently to know that a deaf child is playing?  
Staff responded that in theory drivers would know that using a horn would not be effective but noted that the sign would not be effective or truly understood for most drivers.
- What about a sign that is put out when the child is out in the area?  
The Transportation Manager responded that there are a lot of options. ICBC has a program which supplies signs to help in the protection of children. A sandwich board could be put out – Caution Deaf Child – to notify drivers and arrangements could be made to be able to put the sign on city property.
- The issue will be sent back to staff for resolution.
- The delegate made a last remark that the City ensures that bike sharing and deer crossing signage is put up but that nothing is done to advise drivers about handicapped children in the area.
- The Transportation Manager will work with the delegation to find a solution.

## 2. Pattullo Bridge 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:

- In June, 2013, 25 alternatives were presented and 6 alternatives remain, being:
  - rehabilitation of the bridge to a 3 or four 4 lane bridge;
  - build a new 4, 5 or 6 lane bridge; or
  - build new Surrey to Coquitlam bridge.
- The preliminary technical assessment results indicate that 2 alternatives should proceed for further analysis - a new 4 lane bridge and a new 6 lane bridge.
- New Westminster staff has requested more time to review the assessment results and to discuss it with their Council. In particular, New Westminster wants to further investigate the options for rehabilitating the old bridge or building a new bridge between Surrey and Coquitlam.
- As a result the public consultation has been delayed. Meetings with Surrey and New Westminster Councils are expected to occur in January.

The following comments were made:

- As more time goes by more rehabilitation will be required. It would cost \$300 M to or more fully rehab the bridge and will reduce the bridge to three lanes.
- The level of truck and general traffic on the bridge is currently being monitored.

- If the Patullo Bridge truck tolls are higher than Port Mann Bridge, then likely more trucks would choose the Port Mann Bridge.
- What does a new 4 lane bridge cost?  
The Manager Rapid Transit and Strategic Projects stated that it would cost \$750 M with lifespan of 75-100 years. Rehabilitation of the bridge would delay the necessity for a new bridge but continual rehab would have to be performed.
- Is the second phase of consultation dead?  
The Manager Rapid Transit and Strategic Projects responded that the second phase of consultation was not dead but delayed so that New Westminster could have more time to review the technical information.
- TIC suggests that TransLink and NW consider Surrey's concerns in regards to rehab being done to the bridge and whether the investment would be worth it as the bridge would still have to be replaced in a relatively short timeframe.
- TransLink does not support the 4-lane rehabilitation option.

### 3. Rapid Transit Update

File No. 8630-01

The Rapid Transit Update was deferred to the January 20, 2013 meeting.

### 4. School Pedestrian Crossings

The Transportation Manager updated the Committee as to the status of the installation of a crossing at Princess Margaret Secondary School. The following comments were made:

- Safety concerns in the Princess Margaret Secondary school area include jaywalking, parents dropping off/picking up students across from the school and Kwantlen Polytechnic University (Kwantlen) students jaywalking to access unmetered parking.
- Discussions have been held with the School District and Kwantlen to review possible solutions, to make ultimate recommendations and to provide circulation analysis recommendations to school administration.
- Properties in front of Princess Margaret are all fenced so the only openings to 128 Street are at the two accesses. The fencing is at a standard height (6').
- The recommended solution includes the following:
  - Install a new full movement signal at the south driveway on 128 Street to Princess Margaret. The opposite leg of this intersection will ultimately be the primary access to Kwantlen; or
  - fence off the northern driveway to Princess Margaret to force pedestrians to go north to cross 128 Street at the signal at 72 Avenue or south to the new signal at the south driveway. Eliminating this mid-block crossing does not significantly increase the distance students will need to walk.

- Staff will work with School District to provide education measures.
- Sidewalk will be constructed from the new signal toward the school to provide a safe and convenient pedestrian connection to 128th Street.
- In the interim, Kwantlen will maintain the current full movement access to the north of the new signal, but ultimately when the new connection to the signal is made turning movement restrictions would be implemented at the existing driveway.
- Kwantlen has committed to extending a sidewalk from their existing parking lot to the proposed signalized intersection.
- Staff will work with the school district on options to modify the on-site circulation to suit the new signalized access point on 128 Street.

The following comments were made:

- If a chain link fence is installed, it should then conform to the ones already established.  
The Transportation Manager responded that the current fence(s) are 6 or 7 foot high and confirmed that the height would be consistent
- Staff confirmed that design could be completed in December and the construction would be initiated in January 2014.

#### 5. Installation of sidewalks and street lighting

on 180 Street (South of Highway 10).

The Transportation Planning Manager made a presentation on the 180th Street South of 55 Avenue sidewalk project and reported that an analysis of the area had been conducted and it was concluded that a sidewalk was required and would be scheduled for construction along with lighting. Sidewalk design and a streetlight review will take place in 2014 with the intent to construct the works in 2014.

#### 6. Crescent Road Safety Update

The Transportation Manager reported:

- A lot of maintenance and signage installation has been performed along Crescent Road. A total of 20 new signs have been installed with 8 other signs being relocated.
- Further Crescent Road Safety Improvements include:
  - Replacement of a Maximum 30 km/h with a **Maximum 30 km/h Ahead** on the south side of Crescent Road west of 143rd St.
  - Installation of a **Maximum 30 km/h Ahead sign** west of King George Blvd. on the north side.
- Collision locations were indicated and shown by year – the overall safety performance of the road is lower than other comparable roads in Surrey.
- Engineering is considering increasing driver awareness of their speed by installing speed reader boards in conjunction with RCMP enforcement. This has been shown to be effective in reducing speeds elsewhere.

- To be effective sunburst speed advisory signs must be used strategically and in most significant locations. Although Crescent Road was not deemed appropriate for the use of these signs, they will be added in the 19400 Block of 8th Avenue as it has more significant grades and curvature that have led to a higher collision rate and it has a posted speed limit of 60 km/h.

The following comments were made:

- The Crescent Beach Home Owner Association will be meeting on Wednesday, December 9, 2013, Engineering should contact them to appear or send the current PowerPoint presentation for the Association's viewing.

#### 7. Neighbourhood Zero Emission Vehicles

- The Transportation Manager noted that concerns about the safety of these vehicles and the recommendation against allowing them on 50 km/h and higher Surrey Roads were discussed at the last TIC meeting, but wanted to respond to questions raised.
- ICBC does not use any discretion in licensing and insurance of the vehicles and thus has not done any research to assess the safety of the vehicles.
- There are other electric vehicle options available – it is not in the interest of residents for the City to allow these vehicles on roads designated 50 km/h+.
- Staff will follow up with the distributor of these vehicles to explain the city's position.

#### 8. Safe Mobility Plan see first item of the Minutes.

#### 9. Truck Parking

The Transportation Manager updated the committee and made the following comments:

A phased approach is being implemented.

- Agriculture Land Reserve (ALR) sites:
  - complete by-law actions over the next 4 months (until April 2014) and bring any sites that do not close down into the legal process;
- Commercial/Industrial sites:
  - Present to April 2014 - Campbell Heights – continued enforcement
  - May 2014 to November 2014:
    - Identify/quantify all other unauthorized commercial/industrial truck parking sites;
    - finalize an enforcement/legalization strategy; and
    - continue enforcement of any sites with complains/concerns.
  - December 2014 – June 2015 – commence enforcement on all unauthorized commercial/industrial sites and "in Process" TUP applications – staged approach by neighbourhood areas.

- Revised timelines for bylaw enforcement
  - Step 1 – 45 days relocation period, due to winter holidays;
  - Step 2 – non-compliance past 45 days – issue MTI (\$250/per day/per offence(truck); and
  - Step 3 – non-compliance 14 days after MTI – initiate procedures to seek a court injunction.
- Issued TUPs – 5 permits are currently active accommodating approximately 430 trucks.
- TUPs in process – 17 applications to accommodate approximately 1,250 trucks.
  - Due to low overhead ALR sites have kept the market rental rates artificially low which has discourage completion of Temporary Use Permit (TUP) application or development of new permanent parking facilities; and
  - enforcement on ALR sites should therefore result in more development of authorized facilities.

Councillor Gill left the meeting – 4:30 p.m.

The following comments were made:

- How many ALR and in process TUP sites?  
The Transportation Manager responded that there are 53 ALR sites and 17 “in process” TUP sites.
- Can sites be identified along the South Perimeter Road?  
The Transportation Manager responded that sites will be identified.
- What is the zoning that allows truck parking?  
All industrial zones allow truck parking – but most sites require upgrades to comply. The General Manager, Engineering stated that the bigger issue was getting TUP applicants to complete their requirements and finalize the permit. Many TUPs have been started and have yet to be completed. TUPs are more affordable than a permanent facility as the requirements have been reduced.
- How many parking spaces are required?  
The Transportation Manager responded that approximately 5,600 spaces are required and there are approximately 2,800 spaces provided directly by the businesses that have their own trucks and 2,800 are being provided with legal and illegal truck parking sites.
- Has a city truck parking site been researched?  
The General Manager, Engineering Vincent responded that research had been done on this and one was available temporarily on City land until the City’s maintenance yard required it. There may be other opportunities with lands that are underutilized where new truck parks could be located and these areas will be identified.
- How often is South Perimeter Road used?  
The Transportation manager responded that in December the section opens to Delta Port and will be the most direct route direct to Highway 1. Once it is fully open traffic volumes are expected to increase substantially.

Councillor Gill re-entered the meeting at 4:40.

**D. NEW BUSINESS**

There was no new business.

**E. ITEMS REFERRED BY COUNCIL**

No items referred by Council.

**F. CORRESPONDENCE**

There was no correspondence

**G. INFORMATION ITEMS**

**1. Traffic Safety Advisory Committee – minutes of the October 22, 2013 meeting.**

It was decided that Engineering would review the Traffic Safety Advisory Committee meeting minutes to determine what requires the Transportation Infrastructure Committee's attention and would then bring those items forth for TIC's attention.

**H. OTHER BUSINESS**

- The Chair has been approached regarding rail safety.
- Slope stability and rail safety lead to the public meeting that included re-alignment options for the BNSF route through White Rock and South Surrey. Errors were made in terms of how the issue was brought forward to the community.

The following comments were made:

- An update from the Federation of Canadian Municipalities (FCM) on Rail Safety should be requested.
- As rail safety is a national issue, community comments should be considered.
- It is suggested, that a conversation be held with the City of New Westminster which has a different agreement (very unique) in regards to rail safety, to see how this was managed.

**I. NEXT MEETING**

The next meeting of the Transportation and Infrastructure Committee is scheduled for **Monday, January 20, 2014 @ 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 4:52 p.m.

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Jane Sullivan, City Clerk

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Councillor Gill, Chair