

Present:

Chair - Councillor Gill
Councillor Rasode
Seniors Liaison: Councillor Steele

Absent:**Guests:**

Jeff Busby, Senior Manager, Infrastructure & Network Management, TransLink
Shirley Samujh, Senior Advisor
Stakeholder Relations, Strategic Planning & Public Affairs, TransLink

Dr. H. Swinkels, Medical Health Officer,
Fraser Health Authority (FHA)
Jeff Young, Executive Director, Integrated
Protection Services, Fraser Health
Authority (FHA)

Staff Present:

J. Boan, Transportation Manager
G. McKinnon, Acting Manager
Engineering
P. Bellefontaine, Transportation Planning
Manager
P. Lee, Rapid Transit & Strategic Projects
Manager
D. Harkness, Parking Services Manager
J. Rehal, Manager, Bylaws and Licensing
D. Luymes, Manager, Community
Planning
D. Buchanan, Engineering Assistant
J Gallinger, Legislative Services

A. ADOPTION OF MINUTES

1. Minutes of the April 7, 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 April 7, 2014 be received.

Carried

B. DELEGATIONS

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

Jeff Busby, Senior Manager of Infrastructure and Network Management,
TransLink, before the Committee to present the early survey results on the King
George B-Line. The following comments were made:

- **96 B-Line Articulated buses**, connecting Guildford and Newton Town Centres, reduce overcrowding and provide capacity for growth with frequent service every 7-8 minutes, extended hours of operation from 5 a.m. to 1 a.m. and with limited stops.
- **Ridership** – the 96-B Line was launched in September 2013. Data shows Ridership Performance at \$2,900,000 in fares for annual boarding (28th of the 206 lines system wide) and 9,000 passengers for weekday boardings (4th highest South of the Fraser).
- **Early Assessments** show that the 96 B-line has grown 20% since inception and that transit ridership on King George Boulevard has increased 10%. TransLink will continue to monitor and report on ridership and will adjust service as required.

- **Market Research** conducted in the fall of 2013 found that 68% of 96 B-line riders were making work/school trips, 74% of the riders did not have access to a vehicle and approximately 10% of the riders were previously using private vehicles. Users report a high degree of satisfaction with the service.
- **Enhancing Speed and Reliability** – new queue jumpers on King George Boulevard at 76th Avenue and 88th Avenue are projected for completion in mid-2015.

The Committee made the following comments:

- To the question of how is this line linking up to South Surrey, TransLink replied that the system was currently unable to link up to the South Surrey system and that TransLink is interested in pursuing a linkage should funding be available. Currently, the 321 line is the current link to South Surrey.
- The Chair thanked the delegation for the presentation and requested that the Committee be kept up-to-date as to the status of linking up to the South Surrey System.

2. **Fraser Health Authority (FHA)**

File No. 0460-01

Helena Swinkels, Medical Health Officer, FHA and Jeff Young, Executive Director, Integrated Protection Services, FHA before the Committee to make a presentation on the alignment of work done/being done by the FHA's Active Transportation Working Group with the City's Transportation Advisory Committee (TIC). The following comments were made:

- The **Surrey Healthier Communities Partnership** is a multi-sectorial committee, co-chaired by the City of Surrey's Councillor Mary Martin and the FHA Executive Director, Petra Pardy. The Partnership provides leadership within the community to identify the health needs of Surrey residents, to address social determinants of health through measurable actions, and to support and encourage collaboration amongst community stakeholders with the goal of achieving an improved state of health for all communities in the City of Surrey.
- The Partnership has identified **Mental Health, Chronic Disease Prevention and the Healthy Built Environment**, including transportation, as priority areas of focus.
- Transportation Alternatives for Surrey City Centre (TASCC) was established in 2011 and is a working group of the Surrey HCP and represents a number of large institutions such as FHA, SFU, Surrey RCMP, etc. that are interested in promoting and supporting active modes of travel.
- Goals were identified as follows:
 - Reduce the use of single occupancy vehicle (SOV) in the Central City corridor amongst employees, students and staff by 10% to 20%;
 - Increase walking a cycling; and
 - Participate in a collaborative program increasing healthy modes of transportation by 50% by 2014.

- TASCC determined the four priority action areas to meet their goals are Safety (safe walking paths, bike paths/lanes etc.), Active Transportation (human powered), Public Education and Awareness and Evaluation and Measurement.
- TASCC would like to ensure that overlap with the TIC is avoided as well as initiatives and outcomes align.
- **Possible solutions:**
 - Establish a communication protocol so members know what, who, when and how to share information within their organizations;
 - Appoint a TIC representation on TASCC;
 - Appoint a TASCC representative on TIC;
 - Provide TIC with updates on TASCC as a standing agenda item;
 - Define TIC communication process in TASCC communication plan; and
 - any other useful solutions that may be presented.

The Medical Health Officer stated that the focus of surveys around safety was solely on transportation. It was pointed out that individual perception of safety while walking is very different but most people surveyed stated they felt safe.

The Committee made the following comments:

- CitySpeaks was suggested to help FHA in spreading the word. The Medical Health Officer requested that FHA be able to use a survey that City staff was asked to complete, regarding transportation to work. It was noted that it has been shown that overall safety of public transit increases lifespans due to the safety aspect.
- Councillor Steele stated that she would be happy to act as an intermediary as she sits on both TIC and TSACC.
- The Medical Health Officer pointed out that data shows that seniors do not frequently use public transit as previously thought.
- The Transportation Manager noted that Engineering is currently working with TSACC and will continue to do so.
- The item was referred back to staff to continue discussions.

C. OUTSTANDING BUSINESS

1. **Pattullo Bridge Update**

File No. 5400-05

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

The following comments were made:

- **February** - Phase 2 public consultation was deferred.
- **March** - The City of New Westminster released a position paper supporting a new tolled four lane bridge.

- **April-May** - The City of New Westminster presents its position to municipalities in the region. Municipality responses show:
 - **Burnaby** – majority of Council in favour of tearing down the existing bridge and not replacing it;
 - **Coquitlam** supports a 6 lane bridge – HOV lanes were suggested;
 - **Port Coquitlam and Port Moody** questioned New Westminster's intent and commented that it would be more appropriate for the City to work within the Review Process;
 - **Richmond and Delta** requested Surrey to present its position.
- Surrey's position is for the new bridge to meet the region's needs for the next century, to provide direct and efficient connections to South Fraser Perimeter Road (SFPR) and a new 6 lane bridge is the most cost effective. The Chair suggested that the incorporation of data from the port capacity would help rationalize the City's position.
- Staff noted that the majority of truck traffic in New Westminster is not generated by the bridge. Two-thirds of New Westminster's truck traffic is east to west with 20-40% of trucks crossing the bridge having origins or destinations within New Westminster. Banning heavy trucks on the bridge will not alleviate concerns about neighbourhood livability or safety.
- Estimates show:
 - a new 4 lane bridge would cost \$0.9B;
 - a new 6 lane bridge would cost \$1.1B; and
 - a new 6 lane bridge with a cut-and-cover Royal Avenue Tunnel would cost \$1.5B.
- The Transportation Manager stated that it was important that a decision be made shortly as otherwise TransLink would need to spend the \$300M budgeted monies on bridge rehabilitation. It was also suggested that one staff member and one Councillor would be appropriate to meet with Richmond and Delta.

2. **Rapid Transit Update**

File No. 8630-01

The meeting varied

- b) The Manager of Rapid Transit and Strategic Projects provided an update on Surrey's LRT network being reviewed through TransLink's Mayors' Council Investment Plans Sub-Committee.
 - Investment Plan sub-committee is aiming to complete a recommended plan by May 15, 2014 and has requested TransLink to consider the phasing of a fully funded Surrey LRT Project
 - **South of Fraser** – LRT and Transit Investment Needs Brochure
 - Resulted from collaboration between South of Fraser municipalities demonstrating gaps in transit service and investment disparity between the North and South of Fraser;
 - South Fraser has 31% of regional population but only 19% of regional bus revenue hours;

- Over 17% of South of the Fraser residents do not have any transit service at all; and
- There are only 6 km of rapid transit with 4 stations in the South Fraser.

The meeting varied

a) LRT Best Systems

The Manager of Rapid Transit and Strategic Projects provided an update on LRT Best Systems. The following comments were made:

- Staff has been tasked to research effective LRT systems in operation and has looked to Europe.
- Selection criteria includes – system in operation, expansion planned/underway, modern 100% low floor trains, mixed traffic operations, similar metropolitan environment demonstrated land use spanning and mobility enhancement.

c) LRT Research Trip

File No. 8740-01

Staff suggested that the LRT Research Trip be tabled until a commitment has been received for the project. It was agreed that it was premature to discuss a research trip at this time.

d) Bike Storage – King George Transit Station

The Transportation Planning Manager informed the Committee that in Spring/Summer 2014 a new bicycle secure parking area will be installed at King George (north side of station) – large enclosed cage, with security cameras. Access will be gained by credit card with a cost of \$1.00 per day up to \$8.00 max monthly. This is the first of many secure locker areas at Skytrain stations. Bike storage will only be allowed during skytrain hours. Completion is estimated for late fall.

3. Parking Update

File No. 5480-01

The Parking Services Manager provided a broad parking update including NCH parkade and E Clayton. The following comments were made:

- New City Hall parkade has been awarded the IPI Award of Merit for Technological Innovation from the International Parking Institute for 2014 recognizing world-class examples of parking design and program innovation.
- a) The East Clayton Parking Strategy includes education, enforcement and engineering.
- **Education** – clean up your garage contest is underway.
 - **Enforcement** – laneway parking and signage is historically based on local complaints. Staff suggested that an increase in resident awareness of bylaws be undertaken.

The Bylaws and Licensing Manager provided an update on illegal suites stating that Bylaws responded to 121 complaints and issued 52 tickets. Fines were \$35 for each occurrence. He noted that complaints need to be made to ensure enforcement is conducted but that no complaints were received around blocked driveways. It was also noted that 54 illegal suites had been identified and verification would be made before fines are levied.

- In response to a question on the process for appeals, the Bylaws and Licensing Manager stated that further information would be given to Council.
- The objective of the Queuing Street Assessment is to identify candidate streets with “No Parking” restrictions on one side that could safely be converted to queuing street.
- Staff also noted that cost effectiveness has been looked at for the road widening of certain streets. Widening would occur by taking land from the boulevards. Before and after photos were reviewed with the Committee and possible locations were pointed out where 35 additional spaces would be developed with an investment of \$.5M. It was noted that while additional parking can be gained from widening, conversion to queuing streets provides the largest increase in supply (160 stalls). Staff also noted that developers for future developments will need to provide parking on both side of the street.
- Implementation and consultation will be on the full package of changes with broader community consultation (likely an open house). Staff will report back to the Committee.
- It was pointed out that there was a risk in not trying to contact individual households and suggested a mail out. The Acting Manager Engineering stated that a broad communication was the intent. It was recommended that staff review the outreach strategy with the Cloverdale Community Association.
- The Chair noted that if certain changes don’t work out then they can easily be converted back.
- Other Initiatives were questioned and staff noted that school overnight parking was no longer on the table as the School Board was not in favor of this. Staff noted that temporary parking along 192 Street (using future travel lanes) has been instituted. Parallel on street parking along 72 Avenue is also planned with future road widening.
- All new local roads have a minimum of 10.5m pavement width allowing 2 way travel and parking both sides.

b) Surrey Central Taxi Parking Update

The Parking Services Manager provided an update and made the following comments:

- Discussions have been held with the taxi company, regarding parking at Surrey Central Station. There is good potential for additional spaces without negative impacts.

c) Tandem Parking Update

The Parking Services Manager provided an update on tandem parking and made the following comments:

- Update to Surrey Zoning By-Law No. 12000 – Off-Street Parking and Loading/Unloading which was last reviewed in 1999.
- **Tandem parking** – providing one space behind the other such that only one space has un-obstructed access.
- Current requirements permit tandem parking for townhouses, condominiums, apartments and zoning RF-SD.
- Potential impacts – functionality/practicality of spaces, use of parking for storage and resultant higher on-street parking demands.

- Cumulative impact in areas where parking is already an issue, advertising identifying it as convertible space, complaints eg. Fleetwood Community Association – proposed changes will need to balance affordability with availability of parking.

It was pointed out that tandem parking in highrises and high density areas should not be allowed. Tandem parking is a hot point for crime and fire.

- Next steps
 - Tandem parking survey using CitySpeaks;
 - ICBC vehicle registration data for specific developments;
 - On-site assessments of specific developments;
 - DAC and UDI and TIC update;
 - Meet and submit report to Council.
- Possible outcomes include implementing maximums limiting the number of tandem spaces in new developments, re-introducing DVP requirement with the City review, increase visitor parking and eliminating it for multi-story condos/apartments.

d) Truck Parking Update

The Manager, Transportation, to provide an update. The following comments were made:

- On April 14 a meeting organized and led by MLA Peter Fassbender was held to discuss truck parking on ALR lands with the truckers.
- Surrey is reviewing how truck parking is being addressed in other Municipalities and City Staff will provide a list of potential properties suitable for truck parking in the City.

- MoTI staff will review Crown Lands appropriate to create additional parking with emphasis on the Hwy 17 corridor and major north/south arteries. Discussions regarding truck parking on Port Metro Vancouver lands along the Fraser Corridor will be held.
- Province to further review with Ministry of Agriculture and Agricultural Land Commission potential for owner operators to park on their own agricultural land.
- Truckers Propose – allowances to use Temporary Use Permits (TUP) on ALR properties as follows:
 - 10% of non-productive ALR land to be used to a maximum of 2 acres with set environmental standards;
 - Tax the site at an industrial tax rate for the portion used for truck parking;
 - Only vehicles registered to the owner of the site would be permitted to park; and
 - Convert 60% of non-productive ALR land – there is the question as to what non-productive ALR land and how to determine it.
- Issues with Truckers Proposal
 - Using protected agricultural land for a non-farm use;
 - High potential of contamination of agricultural land;
 - Clarity on definition of non-productive land; and
 - Temporarily permitting truck parking on ALR lands will not aid in finding a viable long term solution but rather slow the process.
- From a trucking perspective, ALR Enforcement is important so that:
 - There is no economic advantage provided to trucking companies operating from ALR sites;
 - Larger trucking companies will be more inclined to purchase industrial land to house their fleet (cheaper solutions will no longer be available);
 - 3rd party facilities become more economically viable, encouraging private industry to develop more sites; and
 - Delays to completing industrial TUP applications and development of permanent facilities are avoided.
- ALR Enforcement Progress – 3% of the properties are still under investigation; 60% (33 sites) of properties are in compliances; 13% (7 sites) are drafting reports to Crown Council; and 24% (13 sites) have pending reports to Crown Council.
- Potential truck parking sites – Highway 17 corridors – 6 locations have been identified and this list has been forwarded to the Province.
- Encourage the use of lands in the south Westminster Area for truck parking – suitable due to undeveloped parcels of land and high cost of construction for industrial use due to soils. Long Term Facilities – a shift toward long term facilities should occur over time.

- Stratifying truck parking stalls may create issues. Further dialogues with legal department will be held to look at co-op instead or other alternatives.
- **Amenities** (like seen at US truck stops) are frequently raised by trucking community. A US Style truck stop may not be feasible within Surrey as local truckers are seeking a home terminal style parking and may not require or use a one stop shop.

Truck Washing – amenities provided in truck parking facilities will be market driven and truck washing is a high demand amenity. There are businesses in or within close proximity to Surrey that provide washing services. Staff will investigate the concept of wash pads for truck parking facilities
- **Staff recommends** – continuation with ALR enforcement – identification of locations and development of strategy – pursuance of lands along highway 17, investigate concept of truck “wash pads” as part of truck parking facilities.

4. Rail Safety Update

File No. 8710-01

The Traffic Engineer provided an update and made the following comments:

- Crescent Beach Property Owners Association (CBPOA) have raised concerns around the noise in the community. BNSF has been contacted in regards to the noise concerns and a response is pending.
- **Whistle Cessation** – a letter was sent to BNSF on April 15 as the City considers BNSF's requirements for additional gates unreasonable (total cost of approximately \$2M).
- Staff noted that the Transport Canada process and the regulations were still in draft format but will likely be ready by the end of September. The City can pursue arbitration on the requirements at that time thus the work/project is on hold until then.
- **Emergency Access Update** – Crescent Beach – in November 2012 the Committee concluded that sufficient work had been undertaken by staff to put protocols into place to address emergency access concerns and improvements requests be setup using a Local Area Servicing Plan.

CBPOA would like a pedestrian underpass constructed, but it does not achieve objectives, is constrained by GVRD water mains and would introduce CPTED issues.
- The Chair requested staff to provide an estimate of the cost to the Committee and to inform CBPOA.
- A comprehensive study of crossing improvements throughout the City will be awarded in May. It is anticipated that study will be completed in October 2014.
- Transport Canada new Regulation/Standard – City of Surrey (CoS) comments:
 - Standards/Policies versus guidelines;
 - the policy lacks process to resolve disputes;

- Trespassing issues require clarification;
- Cost sharing formula is required between the Road Authority and Railways.
- Lack of time limits for blocking road;
- Issue with requirements to remove obstructions on private properties for sightlines;
- Detailed response sent to Federation of Canadian Municipalities (FCM), TransLink Major Roads and Technical Advisory Committee (MRTAC) and Transport Canada (TC); and
- The Transportation Manager noted that TransLink had written a letter of support, attaching municipality letters, to TC on the issue.

5. Roberts Bank Terminal Two (RBT2) Project Update

The Manager Rapid Transit and Strategic Projects provide an update on the RBT2 Project and made the following comments:

- RBT2 will significantly increase rail and truck traffic through Surrey and could increase the frequency of vehicle queuing at grade rail crossings, train whistling, rail-vehicle conflicts, congestion, neighbourhood local air pollution and infiltration and greenhouse gas (GHG) emissions.
- 2013 saw 1.6M twenty-foot equivalent units (TEUs), 22 trains daily; by 2016/2017, with a 3rd birth, it is estimated that there will be 2.4M TEUs with 28-38 trains per day; and by 2020s RBT2 will process 8M TEUs with 60+ trains per day.
- This combined with significant population growth in Grandview Heights and Clayton necessitates the need for grade separation at the 168th St. and 184th Street crossings.
- Federal Environmental Assessment (FEA) – RBT2 has been referred to a FEA by Review Panel Process due to widespread concerns but is limited to the actual footprint of the Project. The Canadian Environmental Assessment Agency (CEAA) has determined that EA project scope is limited to the terminal and causeway and will not consider downstream impacts of increased container traffic.
- **Actions** – South of Fraser municipalities are collaborating to draft a letter with concerns of the municipalities to be circulated to CEAA, Members of Parliament to the Minister of Transport etc. Staff will monitor and prepare comments for CEAA consultation opportunities and will continue monitoring the project and liaise with Port Metro Vancouver as required.

6. Safe and Active Schools Program Update

File No. 5460-01

The Transportation Planning Manager updated the Committee on the Safe and Active Schools Program and made the following comments:

- \$4.1M has been allocated to construction projects ;
 - 2014 projects - all short term projects will be completed; and
 - 40% of the approved intermediate-term projects will completed;
- 21 schools with 22 upgraded crossings, 4 traffic calming and 12 new sidewalks have been identified. 3 tenders will go to Council in June for approval.

The Committee made the following comments:

- Bike to school week celebration will be held May 26th through 30th 2014. Staff requested that a representative of the Committee and Staff be available on May 28 from 7:45 – 8:40 a.m. to address the Ceremony. The Chair stated that he would confirm his availability.

D. NEW BUSINESS

There was no new business.

E. ITEMS REFERRED BY COUNCIL

There were no items referred by Council.

F. CORRESPONDENCE

There was no correspondence to receive.

G. INFORMATION ITEMS

There were no informational items.

H. OTHER BUSINESS

There was no new business.

I. NEXT MEETING

The next meeting of the Transportation and Infrastructure Committee is scheduled for **Monday, June 16 @ 2:30** in City Hall 2E - Community Room B.

J. ADJOURNMENT

It was

Moved by Councillor Rasode
Seconded by Councillor Steele
That the Transportation and Infrastructure

Committee do now adjourn.

The Transportation and Infrastructure Committee meeting adjourned at 4:47 p.m.

Jane Sullivan, City Clerk

Councillor Gill, Chair