

# Transportation and Infrastructure Committee Minutes

---

**Present:**

Chair - Councillor Gill  
Councillor Rasode  
Seniors Liaison: Councillor Steele  
Cole Davidson (YR)  
Amit Jain (YR)

**Absent:****Staff Present:**

J. Boan, Transportation Manager  
P. Bellefontaine, Transportation Planning  
Manager  
G. McKinnon, General Manager,  
Engineering  
P. Lee, Rapid Transit and Strategic Projects  
Manager  
D. McLeod, Transportation Engineer  
D. Harkness, Parking Services Manager  
J. Rehal, Bylaws and Licensing Manager  
A. Afridi, Traffic Engineer  
D. Buchanan, Transportation Planner  
I. Tung, Engineering Assistant  
J. Gallinger, Legislative Services

---

A. **INTRODUCTION** – Introduction of the Youth Representatives appointed to the Committee by Council

B. **ADOPTION OF MINUTES**

1. The Committee is requested to pass a motion adopting the minutes of May 5, 2014.

It was

Moved by Councillor Rasode  
Seconded by Councillor Steele

That the minutes of the Transportation and  
Infrastructure Committee meeting held on May 5, 2014 be received.

Carried

C. **DELEGATIONS**

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

TransLink was not in attendance to provide an update.

The Transportation Manager discussed TransLink reporting and stated that another list of items will be sent to TransLink for their attention.

The Committee noted that there are continuing issues with buses operating at full capacity because riders trying to embark with strollers or those who are handicapped are unable to board and are inconvenienced by having to wait for the next bus. The problem will be investigated.

**D. 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:

- The bridge must meet the regions need for a long period the time.
- Goods movement is vital to Surrey and adequate capacity must be provided with direct and efficient connections to the South Fraser Perimeter Road (SFPR). The connection to Highway 17 must also be considered.
- In the next 30 years, the bridge catchment area will have approximately 1.3M people, 585,000 jobs and 898,000 new daily trips, 66% of the trips made by car.
- Industrial land concentrations make the bridge a high-demand goods movement corridor and goods movement will increase as the region's economy grows.
- The Mayors Council's 10 year vision includes:
  - Support for a new 4 lane bridge, with potential future expansion to a 6 lane bridge as the need arises;
  - Widening contingent on demand exceeding current forecasts and/or network changes; and
  - Future expansion will require all-party agreement and Mayors Council approval.
- The bridge will take an estimated 7-8 years to build and toll revenue is essential to guarantee funding of the bridge replacement. When established (targeted implementation is 7 years), revenue generated by an equitable, region-wide, distance-based road pricing scheme would replace the tolls.
- Detailed technical analysis continues with TransLink to assess effects of bridge laning on traffic flow and effects from other major regional projects such as the Massey Bridge.
- The Committee raised the question of whether Surrey should advocate to having 3 lanes coming into the City (from New Westminster) rather than having the 6 lane bridge which is the City's preference.
- The Manager Engineering stated that a discussion around three lanes coming into Surrey had already taken place and noted that it had been determined that, at this time, a 4 lane bridge would be able to handle the current flow of traffic.
- The Manager, Rapid Transit, noted that land acquisitions will be required to provide room for the exit/entrance loops to SFPR and discussions with TransLink are ongoing in this regard.
- It was noted that tolling and levies had been looked at to aid with the cost of the construction. The Committee requested that further research on the fixed cost of tolling/levies be done and that data be brought back the Committee.

**2. Rapid Transit Update****a. LRT**

File No. 8740-01

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

- The three major capital projects are a central Broadway transit line to Arbutus, the LRT system in Surrey and the Patullo Bridge. All three projects were approved.
- The LRT system for Surrey will have 2 lines however the current priority is for the L-line (from Guildford down 104th to Surrey Central and south on KGB to Newton). This is planned to be constructed within 7 years with the Surrey-Langley Line along the Fraser Highway being built within 12 years.
- Once the lines are completed, it is estimated that 200,000 residents south of the Fraser River will have access to LRT.
- The Committee asked about an extension of LRT to South Surrey as a Phase 2. The Transportation Manager stated that a line going to South Surrey had no fixed timeline and was a long term aspirations.
- The Committee noted that there is value for the citizens to understand that there are add-ons to the lines and that there are other possibilities that the City hopes to achieve. It needs to be clarified how the line connects to White Rock and how it will work.
- The City will continue to work with TransLink and senior levels of government on the proposed Surrey LRT.
- Technical work on network capacity, to accommodate LRT operation on 104th Avenue and the Fraser Highway, is continuing.

The Committee made the following comments:

- Requested that the LRT be presented as 2 phases.
- The committee would like further details on how the LRT will facilitate future development.

**b. King George Boulevard - Queue Jumper Update**

The Transportation Engineer provided an update on the Transit Queue Jumper lanes along KGB. The following comments were made:

- The City is continuing to work with TransLink on transit queue jumpers to increase the people moving capacity along the King George corridor.
- The 96 B-line, introduced in September 2013, has shown a 20% growth in ridership since inception and is ranked 4<sup>th</sup> highest in demand with a ridership of approximately 2.9M annually.

- The project features:
  - Coordination with MRN repaving on KGB;
  - Travel time savings for 96 B-line and improved reliability with increased people moving capacity along the corridor.
  - Coordination with planned traffic signal rebuilds at the KGB at 76th and at 88th Avenue intersections.
  - Other benefits include new median landscaping on KGB and bicycle conflict zone safety improvements.
- Changes to left turn movement on KGB (protected versus protected/permissive) will improve safety although there is some potential impact to the level of service/capacity. Monitoring of the intersection operation will be undertaken through the Traffic Management Centre.
- A long queue jumping lane at 88th Avenue on KGB. Although the project focuses on the intersections at 76 Avenue and 88 Avenue given the width of KGB, bus only lanes will be introduced from 92nd Avenue to 88th Avenue (southbound) and from 84th Avenue (at Bear Creek Park) to 88th Avenue (northbound).
- The bus only lanes at 76th Avenue will not be as long and will run from 78th Avenue to 76th Avenue (southbound) and 74th Avenue to 76th Avenue (northbound).
- A Corporate Report will be brought forward to Council for the award of the Tender on June 23, 2014. The project is planned to commence in the summer of 2014.

There were no questions or comments from the Committee

c. **156 St/Hwy 1 HOV Ramps Bus Stop**  
(Bus Route #555)

The Manager of Rapid Transit and Strategic Projects provided an update on the status of the proposed bus stop at 156 Street and Hwy 1 (HOV ramps) and the following comments were made:

- The #555 Route, travelling to/from Walnut Grove to Government Street in Burnaby will service the stop. Currently, buses do not stop at 156<sup>th</sup> which would be done by exiting Highway 1 via the HOV exit ramp at 156 Street.
- The Transportation Manager noted that there had been discussion prior to the Highway 1 improvements to build the stop but it was done as there were concerns about the safety of passengers waiting at the bus stop. Instead plans were established for future routes to/from city centre to Langley and to Coquitlam via 156 St. A route to Coquitlam has not been established to date and based on transit funding constraints is expected to be longer term. As a result the stop at 156 St was re-examined.
- In the Spring of 2013 concept design options were established which included bus turning movement templates, estimated costs and an independent 'Road Safety Audit (RSA)'. In the Spring/Summer 2013 the Ministry of Transportation and Infrastructure (MoTI) requested

a traffic analysis of the highway ramps.

- Subsequent analysis confirmed minimal traffic and impact by the bus stops and the RSA report was updated. The preliminary MoTI approval of ramp bus stop was received.
- Timeframe - June-August 2014 expected construction (night time only) with completion before the September 2014 planned service commencement. It is anticipated that the stops will be in service after Labour Day.

### 3. Rail Safety Update

File No. 8710-01

The Transportation Manager provided a Rail Safety update and made the following comments:

- A memo has been provided to City Council as information for the Federation of Canadian Municipalities meeting. A more comprehensive Corporate Report will be forwarded to a future Council meeting.
- Rail safety is being carefully reviewed by Transportation Canada (TC).
- Safety review of 26 crossings has been initiated by Engineering to determine safety improvements.
- FCM has established a National Rail Safety Working Group in response to recent rail accidents across Canada providing a collective municipal voice on rail concerns at the Federal level and presented a rail safety workshop at the May FCM Conference.
- The City worked with FCM on a number of items. Seven Key issues are:
  - Access across railways:
    - Lengths of trains have increased with some now over 1 mile long.
    - Grade Crossing Regulations allow the municipality to deem crossing delays a safety concern but only if there are no other crossings within 3 km.
    - FCM has requested that restrictions be removed.
    - The City has requested a maximum of five minutes blocking be allowed.
  - Senior Government Funding to Mitigate Rail Impacts:
    - All municipalities must update crossings within 5 years. It is a significant cost for Surrey with 26 crossings. The City will continue to seek opportunities for senior government funding.
  - Rail Safety Concerns
    - Rail traffic through environmentally sensitive land are a major concern as there are five railway companies that have tracks adjacent to or in sensitive areas in Surrey. To date there have been no problems but derailments could have significant and long-lasting effects in the area.

- Bank stability along BNSF Rail through South Surrey, which operates along toe of high bluff, is also a concern. The bluff has had many slope failures resulting in blocked tracks and one derailment. The City relies on BNSF to monitor the slope stability and to take appropriate precautions.
- The City is concerned that the old bridges in Surrey may fail. BNSF is currently developing plans for the wooden trestle bridge crossing Mud Bay.
- BNSF are also working to replace deteriorated bridge spans crossing Campbell River on Semiahmoo First Nations Reserve. To date they have been unable to reach agreement with the Reserve.
- Fraser Surrey Dock's (FSD) Direct Coal Transfer Facility the movement of coal through Surrey is of great concern as there has been no adequate assessment performed. FSD proposed strategies to mitigate noise and coal dust and will assess effect of project on human health. Surrey has requested more time to independently review FSD's proposal to ensure the full assessment of health impacts.
- Railway Emergency Protocols and Response
  - No serious incidents over the past 10 years with emergency response by Surrey Fire Services. The Fire Service maintains working and training relationship with all rail companies operating in Surrey.
  - Fire Service responds to major railway events by initiating city's Emergency Operations Centre and activating All Hazards Response/Recovery Plan. Rail companies and senior governments are responsible for containment, clean-up and recovery.
  - A train stop protocol has been established so that Fire Services can have the train stopped before reaching the crossing to ensure emergency response is not delayed.
- Grade Crossing Regulations (GCR) and Standards (GCS)
  - GCR should limit blockage of at-grade crossings by moving trains to a 5 minute maximum.
  - Municipalities are required to address sightline issues including on private property which could include structures. Municipalities may not have the ability or means to address these.
  - Clarity and dispute resolution process is needed.
  - There is no flexibility for engineering judgement or a risk-based approach to prioritize improvements in the "Standards".
  - Staff will continue to work with TC and FCM to address the above concerns.
- Proposed Roberts Bank Terminal 2 Projects (RBT2)
  - The project is expected to increase the current number of trains traveling through the city. If unmitigated this could result in significant at-grade crossing delays, congestion, train whistling issues and local pollution.

- The City has requested grade separation at road-rail crossings at 168th and 184th Streets.
- The federal environmental assessment does not consider transportation impacts, but the City believes the federal government should establish a formal review process for transportation impacts.
- BNSF Rail Relocation
  - Direct and faster inland alignment is supported by many, but there is concern about relocation impact on agricultural land and nearby residences.
  - Relocation is a long-term initiative due to significant budget requirements and cost sharing between a number of agencies.
  - Efforts are being focused on improving safety along the existing corridor.

The Committee made the following comments:

- In response to how long a 1 mile train would take to cross a road, the Transportation Manager responded 12-15 minutes depending on the crossing and in higher speed areas approximately 5 minutes for 1 mile long trains.
- In response to the question of train speeds increasing for a 5 minute crossing limit the Transportation Manager responded that if tracks were upgraded and applications for increased speed were submitted by the railway companies then it would decrease the time for crossings.

#### 4, **Heritage Rail Update**

File No. 6800-01

The Transportation Planner provided an update on the Heritage Rail project and made the following comments:

- The Fraser Valley Heritage Rail Society will be appearing before Council on June 23, 2014 requesting funding to build a third spur and to finish the restoration of Car 1304.
- To date, the City has contributed \$4M in cash grants for refurbishment of cars.
- There are issues regarding track access as a nearby commercial customer business has expanded and the railway companies are now using both spurs to load and unload train cars which is blocking access to the mainline on a number of weekends.
- In 2013, 12 trips were cancelled and it will be worse this year with 8 of 12 planned trips already having been cancelled. The last minute cancellations create difficulty for the Society.
- Investigations are underway for a new third track to bypass the commercial customer tracks. This would require a revised Right-of-Way, a resolution for access under low hydro wires and construction funding.
- The Society has obtained significant in-kind donations for the third spur from other bodies which includes track design, used track, ties and switch.

- Funding is also being sought for the restoration of a BCER Freight Locomotive.
- 2014-16 Draft Funding Requests include:
  - 2014 - Third Spur: – cost \$410,000 (+\$200K)
  - 2014-2015 - Car 1304 Restoration \$705,000 (-\$200k in 2014)
  - 2016 - Car barn Expansion \$700,000  
(freight locomotive restoration costs are not yet known).
- The Clover Belle has been stored outside for many years and has suffered severe deterioration. While they had planned to store the rail car in the barn but due to the deterioration another similar used car can be acquired for far less than the cost to refurbish the Clover Bell. As such, the Society is now looking to dispose of the Clover Bell.
- A Cloverdale streetcar design (similar to Toronto) was investigated. The line would run from the car barn to the fairgrounds. However, with an estimated cost of \$20M, the project is not proceeding.

The Committee made the following comments:

- In response to questions posed by the Committee the Transportation Planner responded that tickets purchased will help with funding and that the trains have only been able to run 4 days of a possible 12 so far this year.
- It was noted that significant funding has been allocated to the Heritage Rail Project and that there is a strong community behind it.

## 5. Parking Update

File No. 5480-01

The Parking Services Manager provided an update on the parking status in East Clayton. The following comments were made:

- The 3E concepts (Engineering, Education and Enforcement) would be presented June 18, 2014 to the Cloverdale Community Association (CCA) for comment.
- To increase on-street parking spaces, staff have identified opportunities to undertake street widening and converting a number of streets to queuing operation. A revised back lane parking leaflet will be issued with any parking changes. Work will continue with Bylaws on increased enforcement.
- The Bylaws manager stated that 35 violations have been issued for illegal secondary suites and another 40 are pending.

The Committee made the following comments:

- The Committee asked the Manager, Bylaws and Licensing if an update could be provided to CCA on enforcement. The Manager, Bylaws and Licensing responded that a large amount of calls were being received for parking related issues and that CCA needed to understand the process to be followed in regards to secondary suites. An update would be provided to CCA.



## 6. Truck Parking

The Manager, Transportation, provided an update on Truck Parking and made the following comments:

- Staff are meeting with provincial staff to review potential solutions.
- Staff are currently working with ICBC to determine the registration location of trucks in Surrey.
- Truck washing pads are under review and an update will be provided at the July 14, 2014 meeting.
- A thorough review of truck parking possibilities will be completed and a report will be provided to the Committee in September/October 2014.
- Enforcement in the ALR is proceeding well with 60% of the illegal sites now in compliance with only 20 sites left.
- The Committee requested an update from staff be provided at the next meeting and that the Ministry be contacted to review the timeframe.

## E. NEW BUSINESS

### 1. BC Parkway Lighting

File No. 5420-01

The Transportation Planning Manager provided an update on BC Parkway Lighting. The following comments were made:

- BC Parkway is the premier regional greenway following alignment of the Expo SkyTrain line. Within Surrey the greenway runs from the Patullo Bridge to King George Station with significant sections completed and future sections planned (ie. Gateway, Bosa and PCI sites). The project will support walking and cycling connection between King George SkyTrain station and RCMP E-Division and the Outpatients Facility which is a Transportation Alternatives for Surrey City Centre Committee (TASCC) priority.
- Lighting improvements (pedestrian level lighting mounted on SkyTrain guideway) are planned to enhance perceived safety and to provide a 24/7 walking and cycling route.
- TransLink is undertaking design and installation work, and it is anticipated that work will be completed during the summer
- Cost-sharing agreement is in place with the City providing \$366,000 (50% of segments 1 & 2).
- 3 locations – 112 Avenue to Gateway Drive – 105A to 107A Avenue – Whalley Boulevard to Fraser Highway (east of King George Station) – TransLink to fully fund Section 3).

There were no questions or comments from the Committee

## F. ITEMS REFERRED BY COUNCIL

There were no items referred by Council

**G. CORRESPONDENCE**

1. **Letter from HUB: Your Cycling Connection to Mayors' Council Transportation Plan Committee** dated May 5, 2014, outlining HUB's submission to the Mayors' Council on the Cycling Component of the Regional Transportation and Funding Plan.
  
2. **Letter from Bob Paddon, Executive VP, Strategic Planning and Public Affairs, TransLink to Jay Gilbert, City Clerk, Coquitlam** dated May 13, 2014 regarding resolutions passed by Coquitlam City Council on TransLink's Pattullo Bridge, Phase 2 Review of Six Alternatives.

It was  
  
be received by the Committee.

Moved by Councillor Rasode  
Seconded by Councillor Steele  
That the above noted correspondence

Carried

**H. INFORMATION ITEMS**

There were no information items.

**I. OTHER BUSINESS**

There was no other business.

**J. NEXT MEETING**

The next meeting of the Transportation and Infrastructure Committee is scheduled for **Monday, July 14 @ 2:30 pm** City Hall, 2.E Community Room B.

**K. ADJOURNMENT**

It was  
  
Advisory Committee meeting do now adjourn.

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

Carried

The Transportation and Infrastructure Advisory Committee adjourned at 4:52 pm.

---

Jane Sullivan, City Clerk

---

Councillor Gill, Chair