

Present:

Chair - Councillor Gill
Councillor Rasode
Seniors Liaison: Councillor Steele
C. Davidson (YR)
A. Jain (YR)

Absent:**Staff Present:**

J. Boan, Manager, Transportation , Engineering
P. Bellefontaine, Transportation Planning Manager,
Engineering
G. McKinnon, Acting General Manager, Engineering
F. Smith, General Manager, Engineering
J. Robertson, Manager Area Planning and Development
North, Planning and Development
S. Petrovic, Traffic Operations Manager, Engineering
P. Ng, Engineering Assistant, Engineering
S. Fillion, Manager, Financial Services , Finance and
Technology
E. Taha, Engineering Assistant, Engineering
J. Gallinger, Legislative Services

A. ADOPTION OF MINUTES

1. The Committee was requested to pass a motion adopting the minutes of July 14, 2014.

It was

Moved by Councillor Rasode
Seconded by Councillor Gill

That the minutes of the Transportation and
Infrastructure Committee meeting held on July 14, 2014 be adopted.

Carried

B. DELEGATIONS

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

There was no report from TransLink.

C. OUTSTANDING BUSINESS

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

The Manager, Transportation provided a verbal update on Pattullo Bridge and made the following comments:

- TransLink will be appearing as a delegation before Council on September 29th and are expected to confirm their position that replacement of the Pattullo Bridge is required and that should this not

happen, there would be significant on-going rehabilitation work required to the Bridge. A new four-lane bridge has been proposed with the ability to expand to a six lane bridge if required, subject to future transportation demands.

- The Manager, Transportation informed the Committee that recent remediation measures undertaken in August 2014 included paving work and deck work. TransLink have budgeted approximately \$300 M for remediation should a new bridge not be built. Approximately \$100 M will be required irrespective to maintain the bridge until a new bridge is put in place.

TREO – Toll System and Operations – Port Mann Bridge, PMH1 Project

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

- There are two components to the Port Mann Toll System
 - The Toll System includes overhead gantries, vehicle identification cameras, laser and sensor loops, communications/software and hardware. The capital works were publicly tendered and awarded (\$20 M); and
 - Toll Operations which includes registration, invoicing/payment collection, customer service, and walk-in centres including facilities to purchase passes. The Toll Operator contract costs \$7 M per year.
- The current volume of traffic is approximately 100,000 vehicles per day which has decreased from prior years due to the implementation of tolls. Revenues of \$100-110 M per year are collected with operating costs representing approximately 6-7% of this. The Committee was informed that no break down was received from TREO with regards to the investment made for its building. It could not be confirmed whether the 6-7% was going back to TREO to cover the cost of the building.

In response to questions from the Committee:

- The question was raised regarding access to the HOV lane from 152 Street. The issue will be further investigated, with an update to the Committee in the future.
- The Committee noted that at a recent Surrey Board of Trade meeting, the Minister of Transportation and Infrastructure for BC stated that a review of tolling policy would be conducted.
- The Manager, Transportation stated that the current focus of the review would be on the George Massey Tunnel replacement but that a broader regional tolling review is expected to come out of that process.

The question was raised as to whether a formal submission had been sent by the City to the Province regarding the City's position on tolling within the region. The Manager, Transportation responded that Surrey's position had been clearly communicated for several years to all stakeholders including the Province. The position conveyed is that additional specific bridge tolls should not be implemented without an equitable regional road pricing strategy.

2. Transit Update

File No. 8310-01

The Manager, Transportation provided the following updates:

P3 Canada Application:

- Staff has made application to P3 Canada for the LRT project.
- TransLink was consulted prior to submitting the application and a letter of endorsement was provided from TransLink for the application. A decision is expected to be made later this month as to whether Surrey has been approved for the next phase of the application.

Surrey Rapid Transit Study:

- Phase 3A will refine conceptual designs, costings and advance the development of a business case and will support the progression of the City's application for LRT.

Light Rail Transit:

- Light Rail Links, a coalition of businesses and community groups, have written letters to Federal and Provincial governments expressing support for our application.
- A CitySpeaks survey was undertaken in July 2014: 90% of the respondents supported LRT for Surrey, over 75% supported building the L-Line (104 Avenue and King George Boulevard) in 7 years and the Surrey-Langley line in 12 years; and almost 85% agree that funding LRT for Surrey should be a priority for TransLink and higher levels of government.
- As part of the Global News broadcast from City Hall (taking place on the day of the TIC Committee meeting), the results of this survey are expected to be televised.
- A TransLink poll, on the proposed transportation investment plan for the region, adopted by the Mayor's Council, which will form the basis of the 2015 referendum, shows that 55% were somewhat or supportive of the plan to increase funding for transit, that 75% agree that new taxes and fees are necessary and that 80% agreed public transit investments would help ease congestion.
- In response to the Committee's question regarding the removal of trees along King George Boulevard when the LRT is constructed, the Transportation Manager stated that he would check into it and would report back to the Committee.

Rapid Transit Update – Hwy 1 and 156 Street Rapid Bus stop installation

- The Manager, Transportation informed the Committee that bus stop installations at the HOV on/off ramps at the intersection of Highway 1 and 156 Street had been completed. The drawings and photos were reviewed which showed the passenger waiting areas and it was noted that shelters and lighting were installed.

- The total project cost was \$260,000 and was completed in August 2014. Service commenced in September.
- Current issues include:
 - **Service pass-ups** at the stops when buses are completely full. During the peak hours between 7 and 8 am, staff have monitored the stops and have confirmed service pass-ups. TransLink has added 1 bus and has posted pass-up notices to ramp shelters asking to be notified of pass-ups so that they can deal with the situation. Staff will continue monitoring the stops. The Fraser Heights Community Association has stated concerns over potential increased on-street parking, lighting, shelters, bushes and litter.
 - **Street Parking** - The number of vehicles parking in the area seems to have increased slightly, but parking does not appear to be a significant concern. This will continue to be monitored.
 - **Poor lighting** – additional streetlights have been installed on NB 156 Street and on the EB Hwy 1 off-ramp to further supplement existing lighting levels.
 - **Shelters**—although space fronting the shelter is less than typical space is adequate for accessibility.
 - **Bushes and landscapes** - vegetation surrounding shelters on 156 Street was cleared prior to shelter installation. **Litter build up** has been noticed at these stops and a garbage bin will be provided as well as a clean up of the street and boulevards.
- Service ridership at this location has not settled into a regular pattern at this early stage and will continue to be monitored by the City and TransLink.
- The Chair thanked the Manager, Transportation for the quick turnaround on this issue.

3. **Safe and Active Schools Program – Next Steps**

File No. 0510-01

The Manager, Transportation informed the Committee that:

- **2014 commitments –**
 1. Completion of all 325 approved short-term projects – 96% complete; and
 2. Completion of 40% of 75 approved intermediate-term projects – target exceeded with 47% of the approved projects completed; and review of 70 potential intermediate and long-term projects is 91% complete.
- **2014 Construction Projects have included** 21 schools, 22 upgraded crossings, 4 traffic calming projects and 12 new sidewalks. All but 2 of the projects are complete or under construction.

The Traffic Operations Manager made the following comments:

- As part of the City's on-going investments to school safety, attention is being given to speed management tools. A pilot study is planned to assess the effectiveness of a number of technologies:
 - Gateway Signage (school signing on both sides of the road)
 - "School" Pavement markings
 - Amber school zone flashers – from 8 a.m. – 9 a.m. and from 3 p.m. to 5 p.m. (ie. during peak school periods).
 - Speed reader boards
- **Methodology:**
 - study best practices worldwide;
 - identify test locations for device implementation;
 - install one measure per school for a period of 3-6 months;
 - conduct before/after studies to measure effectiveness of techniques; and
 - obtain feedback from school communities and drivers.
- The Manager, Transportation noted that the effectiveness of each tool will be evaluated in comparison to other tools and that a combination of tools could also be used.
- **Next steps:**
 - Develop City-wide program of speed reduction investments based on the most effective tools. An update will be brought back to the Committee.
 - Establish a working committee including ICBC and RCMP to ensure their resources and expertise would complement the initiative.

The Committee enquired as to how much budget was allocated to safe and active schools this year, and whether this value would increase, decrease or stay the same in future years. The Manager, Transportation responded that \$4M was spent, and that this value would likely decrease since fewer school-related projects would be constructed in future years although school projects would remain an important component of future years capital programs.

4. **Highway and Traffic Bylaw Update**

File No. 5460-01

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

- The bylaw regulates the operation, management and enforcement of all aspects of roads, sidewalks, bike lanes and multi-use paths.
- This update is part of a broader program of bylaw updates related to the planning and operation of the transportation system. Need for

amendments – no comprehensive updates made since 1997 – the City continues to grow and densify with transportation network becoming increasingly complex

- The proposed amendments will better reflect the increasing multi-modal demands on the road network, will respond to community concerns and will facilitate enforcement.
- Housekeeping amendments comprise approximately 90% of the Bylaw and will simplify and reduce ambiguity; ensure bylaw definitions of terms align with the day-to-day use and understanding of terms; will update and ensure consistency with other bylaws, Provincial Acts and Regulations; and will update Schedule A (Fine schedule).
- Other amendments (approximately 10%) include parking changes - reducing the required width of no-stopping zones around driveways; restricting parking opposite driveways in back lanes; and allowing reverse-in angle parking.
- The bylaw will also be updated to include active transportation and new forms of traffic control devices: defining a crosswalk at a lane entrance; allowing for signalized two-stage crossing of roads for pedestrians; and introducing a clearer regulatory framework for cyclists on multi-use pathways, electric bicycles and motorized wheelchairs.
- Recommendations and Next Steps:
 - The Committee endorse the update to the Bylaw; and
 - That staff submit a Corporate Report seeking Councils approval of the update and amendments to the Bylaw at the September 29th Council meeting.

5. **Traffic Safety Advisory Committee (TSAC)**

File No. 0360-01

The Transportation Planning Manager provided information on the role of the Traffic Safety Advisory Committee (TSAC) which has now been renamed Road Safety Advisory Committee (RSAC). The following comments were made:

- TSAC has existed since 1978
- The current name, TSAC, implies that the Committee only deals with safety related issues to vehicles. As the City continues to grow, the level and complexity of the transportation services that are provided has expanded and will continue to do so.
- Growing emphasis on multi-modal road safety is embedded in the Transportation Strategic Plan, the Walking Plan, the Cycling Plan and will be further emphasized in the forthcoming Safe Mobility Plan (planned for Winter 2014).
- Members of the Committee include City of Surrey Engineering, Bylaw Enforcement, ICBC, RCMP, and School District No. 36.
- Recent changes include:

- Renaming the Committee to Road Safety Advisory Committee (RSAC) to reflect the City's multi-modal approach to safety. "Road" is understood to include all modes and all road users.
- Changes to the Terms of Reference to support the City's expanded road safety activities.
- Changes to the mandate to plan and facilitate multi-modal road safety measures, programs, and initiatives including development of road safety policy, engineering-based road safety measures, road safety education, outreach and enforcement programs and initiatives, and school-related safety matters.
- Membership has been expanded and now includes RCMP Traffic and Community Policing, ICBC Loss Prevention and Road Safety Engineering and the City's Engineering Department (Traffic Operations and Transportation Planning).
- It was noted that staff would ensure that there was a good level of communication between the Committees and that the TIC would be provided with updates from RSAC when appropriate.
- The Chair suggested that in the future there would be value in a joint meeting of both Committees and staff agreed to investigate this further.

D. NEW BUSINESS

1. New Building Canada Fund application

File No. 1660-01

The Manager, Transportation provided information on the City's proposed applications for funding and made the following comments:

- New 10 Year Building Canada Plan: \$53 billion
 - Community Improvements Fund (Gas Tax and GST refund): \$32 B
 - Existing Programs: \$6 B
 - P3 Canada Fund: \$1.25 B
 - New Building Canada Fund (NBCF): \$14 Billion
- NBCF is split into two categories:
 - National Infrastructure Component (NIC): \$4 B
 - Provincial-Territorial Infrastructure Component (PTIC): \$10 B
- Surrey has applied to P3 Canada for LRT. PTIC applications must go through the Province and thus NIC is the only other fund the City can apply to.
- The NIC program requires a project to be of national significance with a focus on benefits to goods movement and the economy. Senior government has advised staff that applications for other federal funding for LRT should come through TransLink and the Province.

- Consistent with the 2013 Corporate Report to Council, staff will be working on applications to the NIC fund for:
 - 152 Street and Highway 99 interchange (both important goods movement routes)
 - Nicomekl and Serpentine sea dams (to protect against flooding damage particularly to Highway 15 which would impact goods movements)

2. Roberts Bank Terminal 2 – Gateway Transportation Collaboration Forum
File No. 8630-01

The Manager, Transportation provided information on the collaboration forum and made the following comments:

- There are significant plans to increase container traffic throughout Port Metro Vancouver facilities and Terminal 2 is an important component of this increase.
- Container traffic will increase from 1.8 million TEUs (2014) to approximately 4.8 million TEUs (mid-2020).
- Terminal 2 is projected to increase rail and truck traffic (65% by rail and 35% by truck). There are currently 12-15 daily trains on the corridor. This number would increase to 16-19 daily trains under existing expansion plans and to 26-29 with Terminal 2. Trains can be up to 3.6 km long.
- Full analysis of rail and road impacts include identifying appropriate mitigation measures such as:
 - Rail and truck traffic could increase vehicle queuing at-grade rail crossings, train whistling, rail-vehicle conflicts, traffic congestion, neighbourhood infiltration by trucks; and
 - Significant population growth in Grandview Heights and Clayton may require improvements at 168 Street and 184 Street crossings.
- The City continues to express concerns which should be incorporated in the broader impact.
 - Terminal 2 Project is undergoing federal environmental assessment (EA) by independent Review Panel.
 - In 2013, Council communicated the need for the EA to include full analysis of transportation impacts to Canadian Environmental Assessment Agency (CEAA) and Port Metro Vancouver.
 - In 2014, CEAA determined that the EA scope will not consider transportation impacts outside of the terminal and causeway.
 - Draft Terms of Reference for the Review Panel are currently available for public comment and Staff intend to send letter to CEAA to reiterate the need for full analysis.
 - The EA process includes other opportunities for public comment but timing has not yet been determined.
- Port Metro Vancouver has established a multi-agency forum to help determine regional needs for improvements associated with Port

expansion. This Gateway Transportation Collaboration Forum (GTCF) has representation from Transport Canada, the Ministry of Transportation and Infrastructure, TransLink, Greater Vancouver Gateway Council, and Port Metro Vancouver. The forum will identify required regional improvements which will form the basis of a future application to "New Building Canada" for funding by mid-2015.

- Similar multi-agency collaboration led to the implementation of Roberts Bank Rail Corridor improvements to mitigate construction of third berth at existing terminal.
- GTCF will examine improvements needed in four areas and not just the Roberts Bank Rail Corridor, creating potential competition for funding within the region.
- TransLink will represent municipal interests within the GTCF.
- The Committee noted concern that the City was not part of the GTCF and inquired whether there was potential to become a voting member of GTCF in the future.

The Manager, Transportation, noted that the City had written a letter of concern and that Councillor Hayne had raised concerns on behalf of the City but despite significant efforts, cities will continue to be represented by TransLink. However, they have agreed to allow municipalities to attend and provide input at the Working Group meetings.

Committee members noted that they would raise this issue at the upcoming UBCM meeting.

E. ITEMS REFERRED BY COUNCIL

No items referred by Council.

F. CORRESPONDENCE

No correspondence to be received.

G. INFORMATION ITEMS

1. **"Vibrant Communities, Productive Citizens: Surrey Rapid Transit Vision"** – submission by Daryl Dela Cruz
File No. 8740-01

Receipt of the submission on Vibrant Communities, Productive Citizens – Surrey Rapid Transit.

It was Moved by Councillor Rasode
Seconded by Councillor Gill
That the submission on Vibrant
Communities, Productive Citizens: Surrey Rapid Transit Vision by Daryl Dela Cruz
be received.

Carried

H. OTHER BUSINESS

1. Contractor Parking at City Hall (over height vehicles)

The Committee noted that contractors with over height vehicles had enquired about parking arrangements as they attend City Hall several times during a month and asked if monthly passes could be attached to contractor business licenses.

The Manager, Transportation noted that staff was aware of the issue and that daily/monthly passes have recently become available for contractors. It was noted that there were opportunities to enhance the information around the availability of the parking options and that these would be investigated.

2. Traffic backups at Highway 10 and 168 Street

A request was received by the Committee regarding traffic backups at Highway 10 and 168 Street on the northwest side and the potential for installing a right turn lane.

The Transportation Planning Manager informed the Committee that intersection improvements are planned and that design work was already happening. Given the soil conditions in the area plus the presence of private utilities, there will be an extended period of time before the improvements can be achieved (need for pre-load and utility relocation).

3. Speed Issues

It was noted that there were some concerns raised about traffic speed at George Vanier School. The Manager, Transportation will look into it.

4. Fraser Highway and 144 Street

Signals are currently being installed and no trees will be removed. A dialogue has commenced with the Heritage Society regarding the road cross section through the area and this will continue.

5. HOV Toll Rate for 152 Street Ramp

The Committee requested that staff follow up with the Province regarding the potential to permit HOV's to use the 152 Street ramp and be charged the lower toll rather than them having to back track to 156 Street in order to receive the lower toll.

I. NEXT MEETING

The next meeting of the Transportation and Infrastructure Committee is scheduled for Monday, October 27, 2014 @ 2:30 pm City Hall, 2E Community Room B.

J. ADJOURNMENT

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

The Transportation and Infrastructure Advisory Committee adjourned at 3:52 pm.

Jane Sullivan, City Clerk

Councillor Gill, Chair